

Rockhampton Aero Club
Rock-E-News
February 2005



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Competitions & Events

First Competition for the Year

The first competition for the year is on at the Rockhampton Airport on this Sunday 13th February 2005. Let's try to have a big roll-up for the first comp.

These flying comps are a different way to build up some flying time, support the club and have a bit of fun in a social environment.

Gladstone – Sunday Morning Fly-In for Coffee

Sunday 27th February 2005 we are flying to Gladstone for the morning for the much talked about in flying circles "\$100 cup of coffee". Well it doesn't need to cost that much if you can fill the plane up with people!!

A nice simple morning away. Something different and not far to go. Grab some friends/family and book an aircraft for the trip down. There are no TNC/Landing/Parking charges at Gladstone so it's a great (cheap) place to go.

The café is now open from 9am to 1:30pm but they'd prefer us there between 9am and 11am when the RPT load isn't as great.

We'll plan to depart Rocky at 9am. Please let Neil Richardson know via neil@njr.com.au who intends to come along, and in what aircraft.

Membership Fees

Please remember that Aero Club Membership Fees were due on 1st January 2005. If you haven't already done so, please complete the form and return it to the club with payment to allow membership records to be updated.

Membership of the club entitles you, amongst other things, to a 10% discount on private hire of aircraft.

OZY Update

As of this week, OZY has 100 hours left to run on its engine and with its current usage we would be looking towards the end of March for the engine replacement.

VH-MBJ, the 180hp Cessna 172 will be back on line with the club by the time OZY's engine is due for overhaul.

Donations

We've had another generous donation of \$500 from a long time member of the club who would prefer to remain nameless.

Graham Dooley asked him why he would give us \$500 and he said, "the aero club was a wonderful institution and that over the years had given him a lot of enjoyment"

Great stuff!!

Funnies

These are a small extract from a copy of the October 1993 news Bulletin of the Rocky Aero Club. They are still good for a laugh.....

Aviation Terminology:

Carburettor Heat	Small knob for reducing power on takeoff
Co-Pilot	Last form of legalised serfdom in the western world
Final Approach	Single engine, single pilot, night IFR, below the minima
Final Fix	Out of fuel, altitude and ideas at the same time
Fuel Selector	Valve used for unexpectantly shortening the flight
Ground Loop	360-degree precautionary scan of airfield after landing
Leading Edge	Precedes the trailing edge in orderly flight
Non Precision Approach	Pilot lands at the wrong airfield

D.A.M.E. Doodlings

A PUB WITH NO BEER (By Dr. Michael Keating)

Whilst it is well known that, as pilots, we don't drink and drive our aircraft, are there any other effects alcohol can have, apart from the obvious, even if we do stop twelve hours before we fly. Umm, we do stop twelve hours before don't we? Just to be safe.

Alcohol is a diuretic accompanied by a fluid load. A diuretic is anything which makes your kidneys go into overdrive and push more sodium out. You thought I was going to say fluid didn't you? Well, mostly it is salt, however, just so you don't make really salty urine and because salt looks really cool to plain old water, it just can't help itself so it follows the salt and bingo – you have a diuresis, and a full bladder. For pilots, a pub with no beer is the safest pub. Sorry guys.

There are a number of chemicals which will cause a diuresis, caffeine being a well known one so tea, coffee, Coke, cola, Pepsi, Red Bull, power drinks, 'sportsman's drink etc all have a diuretic effect. Some other substances, for instance, a number of herbs (a number of herbal diets use these so you lose weight by losing water) and some fruits and vegetables such as grapes and celery also have a mild diuretic effect.

Obviously there are differing degrees of diuresis so if you present to A & E in acute Pulmonary Oedema from Congestive Cardiac Failure I am going to pump you full of intravenous Lasix quick smart not ask you to eat a bowl of grapes or else you would soon end up as fertilizer for the grape vine! However, as usual, I digress but I gotta fill the space allocated to me somehow.

The point of this article is to reinforce the problem of dehydration to the pilot. Especially the pilot in CO and especially our gliding colleagues who fly in glass houses. When you wake up with your mouth like the bottom of a Cocky cage it is because of dehydration. Your headache is because of dehydration, Your nausea is probably alcoholic gastritis! Up to 24 hours after a bender you can still be dehydrated – quite legal to fly – but dehydrated.

We fly in very hot weather up here and, as pilots, we need to be vigilant of our responsibility to our kidneys and our passengers. You will fatigue more easily and more quickly, your ability to interpret and solve problems will be markedly reduced and your ability to handle the aircraft will be degraded. In this short feature I wont get onto the associated problems of kidney stones and constipation!

So, if you are going to fly on a Sunday morning, do not overindulge in alcohol the Saturday night. Just remember, a couple of stubbies after mowing the lawn, a beer or three on arrival at the Barbie, and a few reds and a coffee or two to round off the evening is a significant diuretic load. On Sunday morning you will be dry even before you get out of bed. You start the day with a coffee and then out to the airport, stand in the sun chatting and then pre-flight the aircraft, taxi out and wait for a 717, 737, two dash 8's and 3 Lear jet circuits before the clearance to take off and you are dry, dry, dry.

Your day of dancing with luck has commenced. Start the day with water, then juice and, ok, one cup of coffee. More water at the airport and take a water bottle with you. I know some pilots reduce fluids to reduce the load on their bladder but we mostly do short flights here and anyway, a full bladder will certainly keep you on your toes. Water! It ain't good in the aircraft tank but it is good in ours.

The Doc.