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# The Wind Bag

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## OFFICIAL JOURNAL OF THE BATHURST AERO CLUB

### PRESIDENT'S REPORT<sup>1</sup>

### Presidents Report

My report for this edition of the Windbag will be taken up largely with a copy of the following letter that was emailed to those members with that facility and it is repeated here to ensure everyone is aware of our current position.

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<sup>1</sup> *This could be your advertising space. With a circulation of nearly 200, including 30+ aero clubs, our readership is well over a thousand. For just \$20 on the front page and \$10 on inside pages, you could reach this audience with your product or service. Ring the Club on 02 63373310 or email David Bull on [dbull@csu.edu.au](mailto:dbull@csu.edu.au) to book this space.*

“The close of the financial year is a time when all businesses take stock of their performance and make provision for the future. Unfortunately I have to report that the results have not been good for the Club during 2004/2005 and drastic action has had to be taken to reduce our costs.

During the last financial year fuel sales have declined by 30% and the utilization of VH-BAC was 20% below the level of the previous year. Other sources of income such as farming have been lost and the cost of fuel, insurance, leases etc have all continued to rise. As yet the annual audit has not been completed so I cannot state the final result precisely except that the Club will make a significant loss this year.

#### EMAIL

If you change your email address, would you please advise the Club!!! Our email address list doesn't work if we have an incorrect address. This is making it very hard to keep in touch with members. It is the reason that some notices to members are arriving late. When you change your email address, please just send the Club a quick email with your new address. The Club's email address is: [bathurst.aero@bigpond.com](mailto:bathurst.aero@bigpond.com)

Clearly the Club had reached a point where its level of activity can no longer justify employing any staff and, being as aware of the situation as any of the Directors, Margaret Wood has volunteered her resignation from the role as the Club's Office Manager. Her support for all of the Directors' roles will be greatly missed and she has filled a much larger role than just bookkeeping. In particular Margaret has played a major part in all of the Club's social activities, a commitment far beyond the hours for which she was actually paid.

Clearly now the Club is going to require a greater input from both directors and members if it is going to continue to operate. One area where extra support will be needed is completing the daily quality control fuel checks on Monday and Friday when they were normally performed by Margaret – if any one can spare some time on either day to fill that role please get in touch. (Training will be provided!) David Bull will continue to co-ordinate social events, but this is an area that will need greater input from all of us to ensure that they run successfully. The Duty Pilot Roster will now assume even greater importance as a means of providing personal contacts in the Clubhouse at least over the weekends.

For the first time in several decades the Club must now manage its affairs without the benefit of anyone providing a presence in the Clubhouse during the week. This transition is likely to result in a degree of confusion so I must ask for your patience in the near future as we sort out new lines of communication and arrangements to ensure the smooth running of the Club's activities."

On a personal note, I wish to thank everyone for their expressions of sympathy and support to myself, Lesley and the boys after the fire that destroyed Kelso High School. It will be a major challenge dealing with the rebuilding process but such help makes it so much easier.

*Kingsley Picker,*

President, Bathurst Aero club

### ACHIEVEMENTS

This column has been absent for some months. To all those, who have achieved their first solo, GFPT, PPL or higher rating in that time, congratulations and apologies for not recording it in the Windbag. We are now back to this being a regular column.

Joshua Hart GFPT 2/9

Aaron Sims first solo 13/8

Jake Redfern first solo 24/7

Thanks to Linna Stanton from Air Centre for supplying this information.

### PROPELLOR CARE AND VH-BAC

VH-BAC's propeller has been through its first major overhaul and now looks immaculate. One way to keep this immaculate appearance would be to not use it, but that's a bit impractical and not much fun.

There are ways of minimising damage to the propeller, so please have a think about them. **The major source of damage to propellers is from loose stones etc being sucked up by the rotating propeller. The chances of sucking up loose stones are greatest, when the aircraft is held in one place so that the air movement caused by the propeller acts on a small area of the ground. When it does this, it can progressively suck up all loose stones below it.** Talking to Mark Renshaw, our maintenance engineer, he suggests that we try and do the following:

- If you have to start the engine on a surface with loose stones, if possible allow the aircraft to move as soon as the engine starts.
- If you have to do your run-up on a loose surface, do it while taxiing. On the move, the chances of sucking up a loose stone are much less.

### AIRSIDE TOUR: SYDNEY AIRPORT

Unfortunately, this proved to be a bit of a disaster. The airside tour company had lost our booking. The bus,

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ably and kindly driven by Frank Wells arrived on time to find the tour company premises locked and deserted. Nevertheless, we managed to have a good day out watching a variety of aircraft movements at KSA including a USAF KC135 on take off and Virgin Blue's 50<sup>th</sup> B737 in its special blue livery. That was followed by lunch and a pleasant trip home. We are endeavouring to have the tour company offer a special deal for another visit, but don't hold your breath.

#### CARE IN THE HANGAR

When moving aircraft in the hangar, please take great care to avoid hangar damage. We have had a recent incident of a wingtip being damaged while aircraft were being moved.

#### SECURITY IN THE HANGAR

The Federal Government's new security rules require that users of the hangar do two things. If you don't do them, you could be fined. The two things are:

- Ensure that you lock the land-side door after entering the hangar so that unauthorised people can't get access to the airside through the hangar.
- If you are going to be out of the hangar for more than one hour, please close the main doors. Not only does this help security, but it also prevents any damage from the arrival of a sudden squall.

#### NIGHT FLYING

Unlike last year, the weather for the first night flying of the year was benign and Linna was kept busy all evening with willing aviators wanting to do a few circuits. She didn't get to stop to eat until after 10pm.

Margaret did a brilliant job as always in the kitchen providing a great meal of prawns, chicken, salad and desserts. Thank you to Margaret and all the other helpers for their work in making the night go well.

Best of all, nearly 50 people, Club members, friends and family had a great time.

The **second night flying** evening was equally successful. Being mid-winter, diners were treated to home cooked casseroles and

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excellent desserts. Again, the weather was good for night flying, keeping Linna very busy. Sadly, this was Margaret's last night flying as secretary, but we are welcoming her back for other Club events.

#### FLYAWAY TO TEMORA MUSEUM

With Ed Collins laid low with the flu and Shane Moorhead busy on a stock take, only two aircraft launched for Temora. Tom Fallow had four passengers in the Aztec and your editor had three six foot plus passengers in VH-BAC. That made us a *C172 heavy* and required some judicious fuel planning and topping up of tanks at Temora.

Despite some low cloud and the forecast of showers, the trips to and from were in clear, smooth air. We landed on Temora's new runway 05. Departure was from the same runway, which meant flying near runway heading all the way home. The direct track is 049.

This was a non-flying day, so it was a chance to get up close and personal with the museum aircraft, which are beautifully presented, complete with an information board and video presentation about each one. There are other displays of aircraft components and bits of aviation history to spend time with in the museum buildings, and you can go into the maintenance hangar.

Tom and crew wisely packed a picnic. David and crew relied on buying a sandwich at the museum shop. A word of warning: **Food is only available at the museum on flying days.** In the true spirit of aero clubs, a member of Temora Aero Club kindly drove us into town and dropped us at a café, saying that he would be over the road with his wife. When we had finished lunch, we walked over the road and he drove us back. It's great to see that that sort of camaraderie is still alive and flourishing.

If you haven't already been to Temora, it is worth scheduling a trip to a flying day to see the aircraft in action and another trip on a non-flying day to see the aircraft at close quarters. You can't do both in the one day because on flying days, the aircraft are out of the museum.

#### CHRISTMAS IN JULY

This has become one of the best nights on our Aero Club calendar. Once again, nearly 50 people had a great night of good food, fun and companionship. Some daring souls took to the skies on a beautiful night. Thank you to Linna for her hard work in VH-BAC.

The aircraft wasn't the only place for hard work. Thank you to everyone for their

contributions in the kitchen. Margaret Wood, as always coordinated the menu and did a substantial proportion of the cooking herself. To all the other people, who spent the afternoon cooking and the evening cleaning etc, thank you. We had the full festive fare from nibbles to turkey, ham, pork, roast vegetables and Christmas pudding. Ed assures us that the good food was complemented with plenty of good wine.

### **CASA SAFETY SEMINAR**

After some years of asking for a safety seminar west of the sandstone curtain, CASA came up with the goods on Wednesday August 3<sup>rd</sup>. Over 60 pilots crowded the Clubrooms for three presentations from CASA and BOM speakers. The topics were flying near controlled airspace, local weather and fuel management. The presentations were lively, informative and interesting. The presenters were approachable and only too willing to answer questions.

CASA funded a barbecue for everyone who came. Everyone seemed to be well fed and to enjoy a little something from CASA.

We have asked CASA to do a similar sort of presentation next year. Hopefully, they will be back.

### **FOURTH COMPETITION DAY**

Sunday August 21 was one of those miserable winter days in Bathurst, but it didn't deter a hardy bunch of competitors from taking part in the fourth round of the Club flying competition. Flying conditions were very pleasant despite the wind. Sadly, one of our regular competitors, Club President, and Kelso High School teacher, Kingsley Picker was unable to fly due to work commitments arising from the horrific fire at the School. The Club's thoughts go out to Kingsley and family and all members of the Kelso High community at this devastating time.

Judge, Jerry Trevor-Jones tested competitors on basic skills including the important ones of lookout for other aircraft and situational

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awareness. The first task was a normal circuit, followed by a 500 foot circuit and a short field landing. The last task was an instrument climb to a position near the airport and a simulated emergency landing. First was Ed Collins, followed by David Bull in second and John Marston in third. Congratulations to these competitors on their performances and thanks to Jerry for his hard work in the judge's seat.

### **THIRD NIGHT FLYING SOCIAL**

The weather washed out any flying on this night. The wind was blowing straight across 35/17, mostly keeping the windsock straight out, and the cloud base was low with intermittent rain. Despite the competition from a number of events in town, a small group of a dozen enjoyed excellent home cooked pasta and salads. Thanks to everyone for their work in kitchens at home and the Club, especially the Picker family and Margaret Collins.

### **PHOTO OF THE MONTH**

Club members are always doing something that is aviation related. It may be visiting an aviation museum, going to an airshow or flying display, going on a flyaway or just lurking around an airport with a camera. Yes, I know that the last of these is likely to get you arrested in the current over-the-top security environment. Nevertheless, people take photographs all the time and with digital photography, it's easy to include photos in the Windbag. Please email your photos to the Club and, who knows, you may start a new career as a photographer.

### **OUR WEBSITE & BOOKING SYSTEM**

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Our Bathurst Aero Club website is now stable and functioning well and I encourage everyone to visit it at <http://www.bathurst-aero-club.org.au> regularly. I think using the website is a good way for members and for the public to find out what our club is like and what we are doing.

On the website you'll find a list of up and coming events, a dynamic diary showing future events, biographical information and photographs of some of our members, downloadable documents such as membership forms and hire agreements, past issues of our

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WindBag newsletters, the latest version of the duty pilot's roster, galleries of photographs of past events, several pre-prepared flightplans to nearby locations and of course access to our online booking system for the club aircraft.

I would appreciate any feedback anyone might have about the content, the format and the accuracy of the material. If you see something that's inaccurate or out-of-date, please let me know and I will fix it as soon as possible. I also need more content. I am happy to publish any material from individuals which is relevant to our club or to local aviation. Perhaps you have done some interesting flights recently – we'd like to see a story about those on the website. Perhaps you have some photographs from your last flying trip or of interesting aircraft or of historical significance to Bathurst airfield or the club - I would love to publish these too.

As well as fixed content such as a words and pictures, the club's website contains a few serverside systems as well – the dynamic diary which generates month displays on-the-fly is one of these, and the flightplan pages contain an online calculator which executes on the server. For any flightplan you can enter your aircraft's TAS and the wind direction and speed and the server will calculate your heading, groundspeed and ETI.

Members seem to be quite used to the online aircraft booking system now. Of course, if you don't have Internet access, don't hesitate to call me on 041 2218 345 and I will make a booking for you. I can also help you if you have forgotten the username and password! I'd like to ask all members to please access the online booking system from the club website at <http://www.bathurst-aero-club.org.au> from now on rather than going directly to the old silica web address. In the near future I will remove the booking system from silica and place it onto the club's own site. When that happens you will have to go to the club website to access the booking system.

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My hearty thanks for information and support for the website so far. Please keep the content and comments coming!

Errol Chopping August 26, 2005

**During normal business hours, ring David Bull (63384570) or Errol Chopping (63384527) to book.**

**TAKE CARE WITH VH-BAC**  
**Please take care with our lovely Club aircraft, whenever you move it backwards down a slope, such as getting it out of our own hangar. The tail tends to hang low and it is easy to catch the trailing edge of the elevators on the ground and cause some damage.**

### HONOUR ROLL

The Board has resolved to develop an *Honour Roll*. This document would list the names of all Club members, who have unfortunately passed away. This is a long term project. To assist the Club to begin this project, the Board requests that any members, who can remember the names of members, who have passed away, contact the Club office to allow us to record the information. (Phone 63373310 or email on [bathurst.aero@bigpond.com](mailto:bathurst.aero@bigpond.com))

### BATHURST AERO CLUB SHOP

Don't forget that the Club can now offer you the cheapest aviation documents. You can order all of your aviation charts and documents, like the ERSA, VTC's and WAC's to name just a few from your Club. Not only is this the cheapest way to buy them, but your Club makes a little money, which goes to improving our facilities. Ring the Club office to make your order.

### CLUB GUESSING COMPETITION

With the loss of some of our other sources of income, such as farming, the Club is running a guessing competition to help raise some money. First prize is a top line computer with your choice of a printer or a flight simulator.

Tickets are only two dollars. When you're in the office, please buy a ticket. If you think that you can spare a little time, it would be great if you could take a book of ten tickets and sell them. Just ask Margaret for a book.

### 2005 COMMITTEE

The members of the Committee for 2004 and their responsibilities are listed below. If you have any problems or suggestions in any of these areas, please contact the appropriate member.

Kingsley Picker	President ( <b>Fuel</b> )
David Bull	Vice President ( <b>Publicity &amp; Social</b> )
Shane Moorhead	Treasurer
Ed Collins	Secretary ( <b>Bar</b> )

Ordinary Members:

	<b>Flying activities</b>
	<b>Hangar</b>
	<b>Flying competitions</b>
Matthew Millett	<b>House</b>
Errol Chopping	<b>Webmaster</b>
	<b>Shop, duty pilot rosters</b>
Frank Wells	<b>Aircraft maintenance</b>

## LIGHTER THAN AIR

1. A fighter pilot called for a priority landing because his single-engine jet fighter was running, "a bit peaked." A controller responded and the lore follows...

**ATC:** Roger. You're number two behind a B-52. They've had to shut down an engine.

**Fighter Pilot:** Ah, yes... (pause) ...the dreaded seven-engine approach.

2. As heard over the Palomar Tower Freq. back in 1981, from a female controller to a distinguished elder gentleman pilot (and friend)...

**Palomar Tower:** Tiger Moth on the right downwind, say your intentions.

**Tiger Moth:** Strictly honourable Ma'am, strictly honourable.

3. Welcome to EAA AirVenture, Oshkosh.

As many know when you fly into EAA Airventure at Oshkosh you are asked not to reply to ATC radio communication -- just wiggle your wings and comply. While flying into EAA I heard the following conversation between a landing amphibian and the tower.

**Tower:** Amphibian say parking.  
(pause)

**Tower:** Amphibian say parking.  
(pause)

**Tower:** Amphibian say parking!

**Amphibian:** (In unsure voice) ... parking.

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**Tower:** Very good. Now -- where -- are you parking?

4. Sometimes perspective is everything.

Several years ago I was flying into OSH in the late afternoon, second in line for runway 27 behind a warbird on straight in. As everyone who flies into OSH during convention knows, there are three colored dots on the runway that help separate aircraft so the controller can land three on the same runway at the same time. The conversation went something like this:

**Tower:** Warbird, cleared to land, runway 27 on the "Green" dot.

**Warbird:** Ahhh ... which one's the "Green" dot.

**Tower:** Well, it's not the "Red" one and it's not the "Orange" one.

**Warbird:** With the glare, they all look the same.

**Tower:** Oops, sorry, it's the first one. Cleared to land, runway 27, on the first dot.

5. Overheard during fleet week practice over the San Francisco Bay;

**Nor Cal Approach:** Bonanza 1-2-3-4, opposite direction traffic at your 1 o'clock, five miles, five hundred feet above you, Blue Angels flight of two.

**Bonanza 1-2-3-4:** Negative contact, say again type traffic.

**Nor Cal:** Two F-18s, blue and yellow. Currently at your one moving to two o'clock ... make that three o'clock ... um ... traffic no longer a factor. Caution, wake turbulence.

6. A long one, but a goodie:

## NOT AIRMANSHIP!!!

PLEA FOR HELP FROM A GROUNDED AUSTRALIAN PILOT

Hi Mate, I am writing to you because I need your help to get me bloody pilot's license back. You keep telling me you got all the right contacts.

Well now's your chance to make something happen for me because, mate, I'm bloody desperate. But first, I'd better tell you what happened during my last flight review with the CAA examiner.

On the phone, Ron (that's the CAA guy) seemed a reasonable sort of bloke. He politely reminded me of the need to do a flight review every two years. He even offered to drive out, have a look over my property, and let me operate from my own strip.

Naturally I agreed to that.

Anyway, Ron turned up last Wednesday. First up, he said he was a bit surprised to see the plane on a small strip outside my homestead because the ALA (Authorized Landing Area) is about a mile away.

I explained that because this strip was so close to the homestead it was more convenient than the ALA, and despite the power lines that cross about midway down the strip it's really not a problem to land and take-off because at the half-way point down the strip you're usually still on the ground.

For some reason Ron seemed nervous. So although I had done the pre-flight inspection only four days earlier I decided to do it all over again. Because Ron was watching me carefully, I walked around the plane three times instead of my usual two. My effort was rewarded because the color finally returned to Ron's cheeks. In fact, they were a bright red.

In view of Ron's obviously better mood, I told him that I was going to combine the test with some farm work as I had to deliver three poddy calves from the home paddock to the main herd. After a bit of a chase I finally caught the calves and threw them into the back of the ol' Cessna 172.

We climbed aboard but Ron started getting on to me about weight and balance calculations and all that crap. Of course I knew that thing was a waste of time because calves like to move around a bit, particularly when they see themselves 500 feet off the ground. So it's bloody pointless trying to secure them as you know. However, I did tell Ron that he shouldn't worry as I always keep the trim wheel set on neutral to ensure that we remain pretty stable at all stages throughout the flight.

Anyway, I started the engine and cleverly minimized the warm-up time by tramping hard on the brakes and gunned her to 2,500 rpm. I then discovered that Ron has very acute hearing,, even though he was wearing a bloody headset. Through all that noise he detected a metallic rattle and demanded that I account for it. Actually it began about a month ago and was caused by a screwdriver that fell down a hole in the floor and lodged in the fuel selector mechanism. The selector can't be moved now but it doesn't matter because it's jammed on "All Tanks" so I suppose that's okay.

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However, as Ron was obviously a real nit-picker, I blamed the noise on a vibration from a steel thermos flask which I keep in a beaut possie between the windshield and the magnetic compass. My explanation seemed to relax Ron because he slumped back in the seat and kept looking up at the cockpit roof.

I released the brakes to taxi out but unfortunately the plane gave a leap and spun to the right. "Hell", I thought, "not the starboard chalk again." The bump jolted Ron back to full alertness.

He looked wildly around just in time to see a rock thrown by the propwash disappear completely through the windscreen of his brand new Commodore.

While Ron was ranting about his car, I ignored his requirement that we taxi to the ALA and instead took off under the power lines.

Ron didn't say a word, at least not until the engine started coughing right at the lift off point, then he bloody screamed his head off.

"Oh God! Oh God! Oh God!"

"Now take it easy, Ron" I told him firmly. "That often happens after take-off and there is a good reason for it." I explained patiently that I usually run the plane on standard MOGAS, but one day I accidentally put in a gallon or two of kerosene. To compensate for the low octane of the kerosene I siphoned in a few gallons of super MOGAS and shook the wings up and down a few times to mix it up.

Since then, the engine has been coughing a bit but in general it works just fine if you know how to coax it properly. Anyway, at this stage, Ron seemed to lose all interest in my flight test.

He pulled out some rosary beads, closed his eyes and became lost in prayer. (I didn't think that anybody was a Catholic these days.)

I selected some nice music on the HF radio to help him relax.

Meanwhile, I climbed to my normal cruising altitude of 10,500 feet. I don't normally put in a flight plan or get the weather because, as you know getting fax access out here is a friggin joke and the bloody weather is always 8/8 blue anyway. But since I had that near miss with a Saab 340 I might have to change my thinking on that. Anyhow, on levelling out I noticed some wild camels heading into my improved pasture.

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I hate bloody camels and always carry a loaded .303 clipped inside the door of the Cessna just in case I see any of the bastards.

We were too high to hit them, but as a matter of principle, I decided to have a go through the open window. Mate, when I pulled the bloody rifle out the effect on Ron was friggin' electric.

As I fired the first shot his neck lengthened by about six inches and his eyes bulged like a rabbit with myxo. He really looked as if he had been jabbed with an electric cattle prod on full power.

In fact, Ron's reaction was so distracting that I lost concentration for a second and the next shot went straight through the port tyre.

Ron was a bit upset about the shooting (probably one of those pinko animal lovers I guess) so I decided not to tell him about our little problem with the tyre.

Shortly afterwards I located the main herd and decided to do my fighter pilot trick. Ron had gone back to praying when, in one smooth sequence, I pulled on full flaps, cut the power and started a sideslip from 10,500 feet down to 500 feet and 130 knots indicated (the last time I looked anyway) and the little needle rushing up the red area on me ASI. What a buzz, mate! About half way through the descent I looked back in the cabin to see the calves suspended in mid air and mooing like crazy. I was going to comment on this unusual sight but Ron looked a bit green and had rolled himself into the foetal position and was screamin' his freaking head off.

Mate, talk about being in a bloody zoo.

You should have been there, it was so bloody funny.

At about 500 feet I attempted to level out. For some reason we continued sinking. When we reached 50 feet I applied full power but nothing happened; no noise, no nothin. Then, luckily, I heard me instructor's voice in me head saying "carby heat, carby heat". So I pulled carby heat on and that helped quite a lot, with the engine finally regaining full power.

Whew, that was really close, let me tell you.

Then mate, you'll never guess what happened next!

As luck would have it, at that height we flew into a massive dust cloud caused by the cattle and suddenly went IF bloody R.

You would've been bloody proud of me as I didn't panic once, not once, but I did make a mental note to consider

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an instrument rating as soon as me gyro is repaired. (Something I've been meaning to do for a while now.)

Suddenly Ron's elongated neck and bulging eyes reappeared.

His mouth opened wide, very wide, but no sound emerged "Take it easy," I told him.

"We'll be out of this in a minute." Sure enough, about a minute later we emerge; still straight and level and still at 50 feet. Admittedly, I was surprised to notice that we were upside down and I kept thinking to myself, "I hope Ron didn't notice that I had forgotten to set the QNH when we were taxiing".

This minor tribulation forced me to fly to a nearby valley in which I had to do a half roll to get upright again.

By now the main herd had divided into two groups leaving a narrow strip between them. "Ah!," I thought, "there's an omen.

We'll land right there."

Knowing that the tyre problem demanded a slow approach, I flew a couple of steep turns with full flap. Soon the stall warning horn was blaring so loud in me ear that I cut its circuit breaker to shut it up, but by then I knew we were slow enough anyway. I turned steeply into a 75 foot final and put her down with a real thud.

Strangely enough, I had always thought you could only ground loop in a tail dragger but, as usual, I was proved wrong again.

Halfway through our third loop Ron at last recovered his sense of humour.

Talk about laugh. I've never seen the likes of it. He couldn't stop. We finally rolled to a halt and I released the calves, who bolted out of the aircraft like there was no tomorrow.

I then began picking clumps of dry grass. Between gut wrenching fits of laughter, Ron asked what I was doing. I explained that we had to stuff the port tyre with grass so we could fly back to the homestead. It was then that Ron really lost the plot and started running away from the aircraft.

Can you believe it? The last time I saw him he was off into the distance, arms flailing in the air and still shrieking with laughter.

I later heard that he had been confined to a psychiatric institution- -poor bugger.

Anyhow, mate, that's enough about Ron. The problem is, I just got a letter from CASA withdrawing, as they put it, my privileges to fly; until I have undergone a complete pilot training course again and undertaken another flight proficiency test. Now I admit that I made a mistake in taxiing over the wheel chock and not setting the QNH using strip elevation, but I can't see what else I did that was so bloody bad that they have to withdraw me flamin' license. Can you?

*This story was originally submitted by Bernie Dennis, but a fax problem left us with only half of it. Now it's complete. Thanks Bernie.*