



FEBRUARY 2013

*A joint publication of the Orange Aero
Club and Orange Flight Training.
Published monthly, more or less!*



COMPETITION TO BENEFIT AIR TRAVELLERS



Brindabella Airlines Jetstream 41 awaits passengers before departing on its inaugural Orange to Sydney flight, with competitor Regional Express's SAAB 340 in the background.

THE ORANGE BUSINESS CHAMBER'S BEHIND THE SCENES WORK OVER MANY MONTHS, REACHED FRUITION ON MONDAY 18 FEBRUARY, WHEN BRINDABELLA AIRLINES LAUNCHED THEIR INAUGURAL ORANGE-SYDNEY SERVICE.

The Orange Business Chamber has been working to find a carrier willing and able to provide a complementary service to Sydney, culminating in Brindabella adding Orange to their network of Regional services.

Initially, Brindabella will be providing two services Sydney to Orange and return on weekdays, increasing to three flights weekdays from 31 March. there is also an afternoon/evening flight on Sundays.

The carrier's principal aircraft is the BAE Jetstream 41 series shown above, which provides a nominal flight time of 50 minutes each way.

Standard fares are slightly cheaper than Rex, and many passengers who have been frustrated in the past by Rex's lack of communication of foreseeable delays, are hoping for an improvement in this area.

A big advantage for those travelling overseas with Qantas, is the ability to check luggage at Orange right through to their final destination.



Orange Aero Club President Phil Robertson in his role as Secretary of the Orange Business Chamber, with Federal Member for Calare John Cobb, and Brindabella Airlines Executive James Blake and Brindabella Airlines CEO Ian Van der Beek at the Airline's Orange launch.



THE MAX HAZELTON AERO CENTRE

THE DREAM WHICH HAS BEEN ON THE BOOKS SINCE AROUND 2004 IS FAST BECOMING A REALITY, AS THE MHAC CONSTRUCTION PROGRESSES EVERY DAY.

The photo above, courtesy of Stuart Porges, was taken on Tuesday 19 February as the last of the internal wall frames were completed. Since then, most of the windows have been installed, and a commencement has been made on the roughing in of the electrical and plumbing services.



The next major part of the project the club will be involved in is the cladding of the external walls and installing the external wall insulation. Construction is being fast tracked with the assistance of Orange City Council, and the building will initially be used as a temporary terminal whilst the existing terminal is being demolished and a new one built.

Project Manager, John Pullen, advises that construction is on track for completion in late March or early April, and the Aero Medical interchange facility will operate from Day One in conjunction with the terminal facility.

"The club will have it's own secure room in the building from Day One as well" John said, speaking of a recent decision to split the Operations Room in two and provide a club room.

The club committee would like to thank all those who have volunteered their time and expertise to assist so far, and encourage other members to do so in the weeks ahead.

It's not necessary to have building experience to provide valuable assistance.



JOIN IN!

THE ORANGE RELAY FOR 2013 WILL BE ON 9th & 10th MARCH AT WARATAHS OVAL IN NORTH ORANGE.

Copy and paste the link under the banner to take you to the Orange Aero Club page, where you can join the team, (we need some extra numbers!) or make a donation.

The website makes it really easy to disseminate infor-

http://relay.cancercouncil.com.au/2013/orange__district_2013/Orange-Aero-Club

mation to friends and email or facebook contacts, so even friends overseas can support the cause very easily.

Team members don't need to commit to the whole time - just come along for a couple of hours and join in the carnival atmosphere, walk a few laps, see what everyone else is doing and take a break at President Phil's caravan.



ORANGE FLIGHT TRAINING NEWS AND EVENTS

WELCOME NEW MEMBERS...

We welcome three new student pilots to OFT. **Jeremy Barson** is an intern at Orange Health Services for most of this year, and **Tim Anderson** is an apprenticed electrician with a contractor working at Cadia Mine.

Both of these guys have started training, and we wish them well!

Our newest Student came all the way from Derby in NW Australia just to do her conversion from GA training with us! **Kate Appleby** is a commercial pilot who's been flying Cessna 206s mainly, but is going into a job which requires her to have an RA-Aus Pilot Certificate, and be competent in Jabirus. Unfortunately the weather when she was here was terrible so she'll be back to finish at the end of February.

Tom Harbison is our newest pilot, pushing Mark Skidmore off that pedestal late January. Tom has just completed his HSA in 2012, and will be studying engineering at Sydney this year. Congratulations Tom.



Tim Healey was welcomed last month and has been doing some intensive training under Gus Tobin. Tim and Ryan Buchmaier, have now both achieved their first solo flight and are progressing well through the remainder of the syllabus. Well done Tim and Ryan

Jabiru 5022 recently experienced a blocked pitot while on a training flight with Roland Grueneis. Low and erratic airspeed indications made Gus decide to abandon the lesson, and return to the hangar.

No problem of course for the instructor - but it does highlight the usefulness of the Comp sequence which involves flying a circuit with the instruments covered - part of the previous Sunday's comp co-incidentally!

Talking of Round One of the 2013 Pilot of the Year. What a fantastic turnout! We ended up starting at 9am instead of the advertised 12 noon, and Bryan put through 9 pilots on the day, and a further 3 the following Sunday. Three pilots were also able to use it as a check ride after having not flown for over a month.

No results as yet, but put the date for the next round in the diary - April 14th.

BIENNIAL FLIGHT REVIEW...

"Thou shalt not indulge in the pleasures of piloting an aircraft unless thou hast successfully undertaken a flight review with an authorised person within the preceding two years.."

So says the regulator in CAR1988 5.81.

The actual wording is different, but the guts of it is that you have to do a check flight with an instructor every 2 years.

If you look at the requirements in the RA-Aus Operations Manual, you'll see that has to cover each endorsement you hold, as well as basic flying skills and your understanding of the current rules and procedures which could impact on your safety, and the safety of others.

Its really worthwhile doing some preparation, and making sure you arrange for the BFR a couple of weeks before it's due. Almost no-body fails a BFR, some take longer to complete it than others!

Another "recency" requirement (CAR1988 5.82) is that if you want to carry passengers, you must have completed three take offs and landings in the preceding 90 days.

The same deal applies whether you're flying under the RA-Aus banner or a CASA registered aircraft on a PPL.

Flight Dockets. Please make sure that all information is filled out on the docket each flight. An ongoing record of the number of landings is a CASA requirement. It's appreciated if you do an hour of circuits, you might be unsure whether it was 7 or 8 landings, but be as accurate as possible. The fuel on board box should show the fuel at take off - after you've added any necessary fuel.

It's probably best to leave the completed blue copy in the docket book, rather than different people doing different things with them. Periodically Ken will collect them and process the information before filing them under the pilot's name

Jab 5022 is starting to use more oil than previously, particularly on long trips, so if heading off to another aerodrome, its worth taking a bottle of oil and adding if necessary before the return trip.

Both Jabiru 160s have had a little modification in that they now have a low oil pressure warning light on the panel. The light will glow red when the master is turned on, and must go out immediately the engine is started. If the light comes on in flight and the oil pressure shows zero, look for somewhere to land very soon!