



JANUARY 2013

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A FIREY START TO 2013

FOR MANY PEOPLE THROUGHOUT NSW, THE FANTASTIC DISPLAY ON AND AROUND SYDNEY HARBOUR, HERALDED THE START OF MUCH MORE SERIOUS FIREWORKS.

Not only NSW of course, the whole country is burning, and the worst of it started in eastern Tassie, then the Warrumbungles and most recently in Gippsland, Vic.

Locally, campers' celebrations started a fire in the Long Point area, kicking off a massive effort by the RFS involving ground crews, aircraft and machinery and lasting 3 days.

The Orange Aero Club was called to provide catering services, commencing with the evening meal on New Years Day, through to Breakfast on Friday 4th.

Whilst we lament the loss of property, the club has had a fantastic opportunity to assist by feeding fire-fighters and adding to the funds at the same time.

The fire risk will remain very high until such time as there is substantial rainfall, and there will likely be further call on volunteers to assist in a similar manner.

Please consider being placed on the volunteers contact list, and assisting next time if at all possible.



Photo - Google Images

HELICOPTERS TRASHED AND UTE TORCHED

IN A VICIOUS DISPLAY OF TARGETTED VANDALISM, SOMEONE BROKE INTO TWO HANGARS ON THE NIGHT OF SUNDAY 6TH, AND TRASHED 2 HELICOPTERS AND A UTE.



The targets were the blue Robinson 44s operated by Orange Helicopters and Helicruz.

The Helicruz chopper was vandalised in the hangar, main and tail rotor blades bent, plexiglas windows damaged and grafitti sprayed all over. Their ute, which was parked outside was burned to the ground.

Dean Brus' chopper was pulled out of the hangar, and an attempt was made to burn it. Apparently a fire extinguisher exploded and put the fire out, but caused considerable damage to the airframe.

The rotors were also damaged and grafitti sprayed.

No other aircraft appear to have been damaged.



RED LETTER DAY FOR MHAC

SATURDAY 12 JANUARY SAW A MAJOR MILESTONE IN THE CONSTRUCTION OF THE MAX HAZELTON AERO CENTRE, WHICH WILL BECOME THE NEW HEADQUARTERS OF THE AERO CLUB.

This was the day that sheeting the main roof was completed.

To the casual onlooker, it mightn't seem a major step, but for the dozen or so people who worked in searing heat over the past couple of weeks, it was a big deal!

The next step in the building process will see the completed main roof lifted by crane, when the supporting steelwork will be positioned underneath.

This work will be completed by professional erectors.

Once this is done, the side sections will be attached, then more roofing by OAC volunteers! The building will start to assume the overall appearance of the original concept drawing. Volunteers will be needed at various stages throughout construction.



The second-last sheet gets screwed in position

SOON THIS WILL BE “THE OLD WAY”



Scenes like this, where patients and equipment are shuffled between air and road ambulances, will become a thing of the past when the building is completed in late March/early April this year.

Crews will be able to use the dedicated interchange facility incorporated into the building as soon as it is complete - even whilst the main building is used as a temporary terminal.

UNABLE TO RESIST

The work crew celebrated the milestone with a beer under the roof of the new Aero Club Building!

Left to right are David Powell, Stuart Porges, John Pullen, Mike Seccombe, Peter Thomas, Joe Dalzell and John McKenzie. Behind the camera is Ken Pidcock.



WELCOME TO NEW MEMBERS AND STUDENTS

Orange Aero Club welcomes two new members who've recently joined the club.

Braden Riles joined as a Junior Member in November last year. He's a student at Orange High, and an RA-Aus Pilot Certificate holder. He's an active flier and was runner-up in the Pilot of the Year 2012 competition, and looking to go one better this year!

Braden is also working towards a PPL with a career as a pilot on the "possible" list.



An early photo of Jim. He's older and less hairy now!

Joining up in December last year, Jim Elliot is a well recognised figure around Orange Airport. He works as a marshall and baggage handler for the business servicing Rex aircraft and those on mines charter work.

Jim learned to fly as a school kid, and is slowly working towards his CPL, but concentrating on the theory at this stage. He's still flying Jabirus to keep his hand in, and will be taking part in

Welcome also to a new student pilot with Orange Flight Training, and congratulations to Orange's newest pilot.



Tim Healey is an apprentice fitter with Newcrest, and hails from a property at Borenore.

Tim commenced training under Gus Tobin's tuition just before Christmas, and is getting pretty close to solo standard.

No photo at this stage - I'll try and get one for the next issue!

Mark Skidmore (left) achieved his RA-Aus Pilot Certificate just this week, after working at it steadily for the past year.

Mark works in the training area, in a job which takes him out of the area during the week, making it difficult to find the time, so this is a great achievement.

Congratulations, Mark!

Erratum:

Stuart Porges' photo of Blue Lake Mt Gambier which accompanied Jan Pullen's article last issue, was in fact a lake in the Grampians in western Victoria.

And no-body noticed!

BITS & PIECES

The Aero Club Calendar for 2013 has been circulated to members by email, but others can access it here for the next few weeks till the next news comes out:

<https://dl.dropbox.com/u/61171843/2013%20Calendar%20of%20Events.doc>

Seven years and \$4.8 million! Now that's a serious hobby.

Paste this link into your browser to see this fantastic model airport. Beats model trains hands down!

http://www.youtube.com/watch_popup?v=gn1qMYfFrro&feature=related

And while you're spending a bit of time on the old 'puter, have a look at this. People are awesome:

www.youtube.com/watch_popup?v=EEu42LOufBY

Further to the page two story on the MHAC, the roof is scheduled to be lifted about 11:00am this Monday, 21st January, weather permitting.

I'll be there to watch - will you?

The 2013 Pilot of the Year Comp will get under way Sunday February 12th, and a separate circular will be sent out beforehand.

All the dates are in the calendar - how about diarising the dates now and letting Ken & Troy know that you're going to be in it this year.

Comps will follow a similar format to last year, but we're open to suggestions. Activities must be suitable for student pilots who've reached solo standard, and remember its the best 5 of 6 rounds that are scored. Your worst round is discarded, so it doesn't matter if you stuff one up!

Also note that there's usually a BBQ on the day, so lets make comp days a social activity as well as a flying one.

