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WHAT A DIFFERENCE A DAY MAKES!



External cladding complete. A major visual change from last month (inset)

WELL, A FEW DAYS ACTUALLY. THE EXTERNAL CLADDING STARTED TO GO ON TO THE MAX HAZELTON AERO CENTRE FRIDAY 22 MARCH, AND WAS COMPLETED JUST FOUR WORKING DAYS LATER

It's good to have steady progress on a project like the MHAC, but there's nothing like "visual progress".

Visual progress happens when there's a lot to see for all the effort, and everyone involved gets to feel pretty good about their contribution. Also, it makes people not involved sit up and notice the development.

This is also a pretty big milestone in any construction project, as it means the building can be secured and internal finishing and fit out can commence.

The flashing to corners and joints, guttering, and all the finishing touches can now be custom manufactured and installed over the next couple of weeks.

Meanwhile, the next job will be the internal wall lining which commenced on Wednesday 27 March, then there'll be painting, tiling, ceiling, fitting out and the 1001 things to make the centre a reality.

All the plumbing, electrical, audio/visual and data cabling that needed to be installed in wall cavities has been done, and an additional dividing wall between the temporary facilities for Rex and Brindabella has been framed up. (This wall was part of the final development, but wasn't going to be required for the temporary use as a terminal.)



Professionals Syd and Daniel sheeting the southern wall after Aero Club volunteers installed insulation

The original target date for completion was to be 31 March. Well, we won't make that - probably the end of April will be more realistic. The heat's off however, as the Orange City Council haven't yet finalised the design for the new terminal.

Meeting all the WHS legislative requirements has been a challenge, but with the help of OCC staff, the worksite conforms. A small complication was the WorkCover NSW requirement that the volunteer workers had to hold a 'White Card' - the General Construction Induction Certificate - and as a result, seven Aero Club members spent a Saturday undergoing training.



THE AUSTRALIAN INTERNATIONAL AIRSHOW AND AEROSPACE & DEFENCE EXPOSITION...

Quite a mouthfull for the biggest airshow in the Southern Hemisphere which happens every second year at Avalon, Victoria.

Ken was fortunate enough to grab a seat in Smartair's King Air for a day trip out of Bathurst, organised by Central West Flying. Definately the way to travel, as road access is a nightmare.

A separate grassed airstrip is established for the event, complete with control tower to service the many hundreds of planes visiting each day. Shuttle buses carried visitors to & from the main gate.



The flying and static aircraft displays were magnificent, and so too were some of the exhibits in the exhibition halls, like this immaculate cutaway model of a jet engine. Here's a copy 'n' paste link to a selection of the 800 plus photos taken on the day by Bathurst flier Dave Carroll.

<https://plus.google.com/photos/107830390747458401584/albums/5850654907607143105>



Pilots who use OzRunways for flight planning and flying will be overjoyed at the news that this popular EFB now has CASA approval.

However, before you rush in and cancel all your Aircservices subscriptions to ERSA, AIP, Charts etc, just better find out exactly what this means.

I suspect it may mean that OzRunways is approved as a source of information, where the aircraft/operation is already approved to use electronic aids as a primary means of navigation, which rules out many PPL holders and all the RAA pilots.

We'll try and find out more detail for the next news.

THE ANNUAL EASTER FLY-IN IS ON AGAIN AT TEMORA, PROMISING TO BE BIGGER AND BETTER THAN EVER



Recreational Aviation Australia's premier event, NATFLY, is on again this weekend, and will attract aircraft and fliers from all over Australia.

The main day will be Saturday, with Friday the next best. Sunday will be pack up day for many of the exhibitors. It's very late notice, but if you find yourself twiddling thumbs over the weekend, it might be an option.

BATHURST BRISTELL ARRIVES

Central West Flying, our sister FTF at Bathurst, has finally taken delivery of their new Bristell UL, after extensive delays caused by RAA's registration debacle.

A beautiful looking aeroplane, it also performs well, with the guys making 125 kt at 2900 RPM on the Jabiru 3300 engine.

This is the first Jab-powered aircraft in Australia, and as such, will be on display at airshows and fly-ins around the south-eastern part of the country.

The Bristell is privately owned by Joe English, and is on line with CW Flying for advanced training and private hire to approved pilots. The photos were taken at Wagga enroute to Bathurst this week.





ORANGE FLIGHT TRAINING NEWS AND EVENTS

Congratulations to our two newest Pilots - **Kent Hayman** and **Tim Healey**. Both these students graduated during the week before Easter



Kent (left) and Tim (right)

Kent has the distinction of being the longest-standing student, having started flying as an Orange Aero Club junior way back in August 2008. His progress has been interrupted several times by injuries, but otherwise he's had to fit flying training in between the multitude of other activities.

Tim, by contrast, has rocketed through, starting just before Xmas 2012, often flying several consecutive days when off shift with his job as apprentice diesel mechanic at Cadia.

Safe and enjoyable flying to you both!

Congratulations also to **Kyle Thomson** and **Simon Coleman** on gaining their cross country endorsement during March this year.



Kyle(left) and Simon (right)

The XC endorsement lifts the 25km area restriction and allows flight anywhere in Australia, outside controlled airspace. Safe and enjoyable flying to you guys too, with your extended "legs".

A big milestone was passed by **Roland Grueneis** just before Easter, in making his first solo flight in Jabiru 4782. Roland was recommended by Instructor Gus, and sent for 3 circuits after a short check by CFI Ken. Congratulations Roland - all downhill now!



Quite a few pilots now have their own headsets, and its been decided to remove all headsets from both planes, to minimise the risk of damage when rolling around in the back of the plane.

No, it doesn't mean you'll have to get your own!

The headsets will be stored on hooks in the hangar just outside the door to the briefing room, so pilots who don't have their own will need to take a headset (and one for their passenger) and plug it in as part of the pre-flight inspection.

Please return the headsets to the storage hooks after your flight.

Jabiru 5022 is currently using a mineral based multigrade oil in the engine, in an attempt to reduce oil usage. This type of oil is usually used to "run in" new or re-built engines, but can help to reduce oil consumption by helping the piston rings to "bed in" with the cylinder walls.

The engine has now done over 700 hours and still has excellent compressions, and increased usage is quite normal.

When topping up, please use the oil from the black bottle with the tag "5022" on it.

Are you contemplating completing your cross country training? The XC exam has to be done before the endorsement can be issued, but there are definite advantages in doing it before the solo cross country flight. This used to be a requirement until a few years ago, and will be again from now on with OFT.

Roland managed to clean up a magpie while taking off on RWY 11, just before his first solo. The maggie certainly came off second best, and the Jab appears to be undamaged.



There were a couple of fine feathery bits stuck to one prop blade, but otherwise no sign.

It's likely that the maggie zipped when he should have zagged and came up behind the prop arc, perhaps just tipping the prop.