



**MAY
2013**

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



MHAC NEARS COMPLETION

IT WON'T BE LONG NOW TILL THE MAX HAZELTON AERO CENTRE WILL BECOME A REALITY, AND DETAILS OF THE OPENING ON 24 AUGUST ANNOUNCED.

It's been a long while in the building, and much, much longer since the original planning started - best part of ten years in fact!

The final product is much grander than the original concepts, and has come about from a lot of creative thinking, a lot of lobbying, and some very fortunate timing in relation of the Airport Terminal re-construction.

At this time, approaching mid June (yes - running late again!), the main building is complete. The air conditioning and electrical is up and running, kitchen benches installed, benches and cupboards in the Aero-Medical Interchange Facility complete, and the multitude of data, audiovisual, comms etc nearing completion. Painting is done and the tiling in toilet areas is well under way.

Off site, the awnings for the ambulance bay and terminal baggage handling area are being fabricated and the signage is being manufactured. Outside concrete work - verandahs, pathways etc should start soon, followed by landscaping.

The final job, carpeting, is ready to go as soon as all the dirty work has been completed.

The photographs on this page show the current state and tell the story better than words. Better still, why not call out and see for yourself?



MHAC Friday 14 June. Clockwise from above: Benches and cupboards in Aeromedical Exchange Facility; Airline Check-in for Rex and Brindabella; Aeromedical Exchange Facility bathroom tiling; Installing rangehood in kitchen area; The "ugly" side - air conditioning & electrical on the eastern wall. Centre: The Equipment room with alarm and Telstra gear. Most building services will be controlled from this room.



JABIRU TWIN

The twin engined Jabiru shown last month is actually being assembled in South Africa from a kit made at the Bundaberg factory. Apparently, SA is one of Jab's best world markets.



Information is now released in the periodical "JabaChat" downloadable from the Jabiru website. JabaChat is even more irregular than this publication!

MHAC OPENING SUB-COMMITTEE FORMED

The last committee decided a sub-committee should be formed to plan the opening of the Max Hazelton Aero Centre.

Bob Nash volunteered to coordinate the group's activities, and Bruce Whaley, Allan Brown, Mike Seccombe, David Powell and Stuart Porges all volunteered their services. It is hoped that several of the lady members of the club will volunteer as well.

The broad plan is to make it a community day, with an open invitation to community members as well as Aero Club members and airport users. We're also looking at the possibility of static displays by aviation-related groups.

Invitations will be extended to all the local Councillors, State and Federal representatives and all the community groups and businesses who've donated or assisted with the project.

Guests of Honour of course will be Max and Laurel Hazelton.

The planning sub-committee will meet regularly and liaise with the City Council to ensure the success of the event.

"The job of the pilot isn't to fly the aeroplane all the time. It's to set it up so it flies itself!"

ORANGE AEROCLUB NEWS

The club's **Winter Dinner** will be held at the Patmos Garden Cafe, adjacent to the Orange Botanical Gardens, Saturday 15 June.

A good night is anticipated, with about 15 members and guests venturing out to enjoy Michael Gryllis' fine fare.



New members admitted to the Orange Aero Club at the May and June meetings are Philip Wilson and David Paton (May) and Andy Stucken and Brian Wood (June).

All four are pilots with Full Membership. Philip learned to fly with Orange Aviation some years ago, David lives at Mandurama, flies a trike, and parks his motor bike in OFT hangar while he works as a FIFO miner.

Andy moved from Sydney not long ago and own a C172 with the very appropriate callsign VH-SKY, While Brian has recently bought a Piper Arrow after flying other people's planes for many years.

Welcome to these new members - we look forward to your company.

Stuart Porges, well-known retired surgeon and 'aviation nut', recently underwent a double knee re-construction, and we wish him a speedy and complete recovery. He's reportedly considering signing up for the Golden Oldies Rugby Team!



And while we're on the 'Matches', former OAC Junior Member **Paul Williams** became engaged to **Sarah** about the same time! Congratulations and best wishes to them, too

It's that time of the year again - **Membership Renewal.**

The secretary, David Powell recently emailed all current members with an invitation to renew and a renewal form.

Please take a few moments to read the President's message, review the membership information and make your payment.

Common to a lot of organisations and businesses, the preferred method of communication is email, so please check that we have your preferred email address. Also, the preferred method of payment is EFT, but if that doesn't suit, cash or cheque is fine. We can't process credit cards.

Congratulations are in order to **Bryan Clements and Liz Evenden**, who recently announced their engagement. Aero club and OFT people wish them every happiness.





ORANGE FLIGHT TRAINING NEWS AND EVENTS

Round 3 of the Pilot of the Year was held on Sunday 9 June, with Senior Instructor John McKenzie putting five starters through their paces on the day. A couple of others were to catch up during the following week, but the weather has prevented that, so we'll keep it open for another week.

Winner this round, by a very fine margin was Mark Holle, with Braden Riles a close runner up and Allan Brown not far behind him.

The comp is still wide open, and the next round...

Round Four will be held Sunday 14 July, and this will be an observation flight and navex within the 25nm radius of Orange Airport. Pilots will be given a route to fly and altitudes for each leg, and their primary job is to fly the route using visual ground clues to confirm track.

Those pilots who hold a passenger endorsement will take a friend along as an observer, and the observer's job will be to answer questions along the way. Pilot's who don't hold a pax endorsement will take an instructor as an observer.

This is also open to PPL holders, & holders of higher CASA licences flying VH planes.

Each aircraft will carry a tracking device which records location and altitude.

Sort out your team now for Sunday 14 July.

(We also hope to have Leonie's Citabria available for TIFs or aerobatic flights. More about this shortly.)



On the same day, five pilots took advantage of the **Visiting Bristell**.

Bryan was the Senior Instructor for this exercise, and fortunately elected to pick up the plane from Bathurst on the Saturday afternoon, since Orange was fogged in till after 10 am on the Sunday, and Bathurst was worse!

Very positive reports from everyone who flew, including Bryan. Really nice to fly, plenty of power, speed and comfort, and smooth and predictable to land.

If the demand is there, we might get it up again, but it will be more expensive next time!

Richard Campbell is a farmer from Cowra who commenced training in the high wing Brumby with Cowra Aero Club.

Unfortunately for Richard, the CFI left Cowra to take another position temporarily, so he's continuing at OFT for the time being.



Benn Snare is still a little young to commence formal training, but he's done a TIF and is hoping to "keep the skills alive", while marking time till he turns 14.

Jack Breen learned to fly with us when he was 14, but for the last couple of years, has succumbed to "other delights".

He's now back in the air and intends to complete his passenger endorsement and possibly cross country endorsement. His dad Lawrie has come back too!



Low Flying. Recently, one of our pilots flew low over the edge of Orange. He was seen and reported, and has been counselled and cautioned.

It might seem like a minor matter, but the implications are pretty serious.

Firstly, if there is an engine failure or a problem involving the controllability of the plane, there may be no option but to land in someone's backyard, with the possibility of death or injury.

The other concern is the likelihood that someone will report the incident to CASA, which will take punitive action, possibly ending a flying career before it's started.

The rules are quite clear - minimum 1000 ft over a populated area, 500 ft otherwise. I would suggest overflying Orange no lower than 4500 ft above sea level, which will ensure you're at least 1000 ft over the highest point in town.

If you're unsure, read CAO 95.55 in the back of your Ops Manual, or see an instructor.