



# OCTOBER 2013

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



## MHAC PROVIDES TEMPORARY TERMINAL FACILITY

THE TRANSITION FROM THE OLD TERMINAL TO THE TEMPORARY FACILITY UTILISING THE MAX HAZELTON AERO CENTRE, WENT SMOOTHLY AND TROUBLE FREE.

After the mid-morning Rex flight on Saturday 21 September, a heap of council staff descended on the old building and bodily moved all the furniture and equipment to the new building.

The furniture posed no problems, but there were a few nervous moments as radios, data, weather, security, monitors etc were all connected up.

As it transpired, there was only one glitch - when the radios were being tested, an old style microphone was inadvertently latched "ON", transmitting continuously and preventing transmissions by any aircraft. The mike in question has now been replaced with the correct model, ensuring that won't happen again.

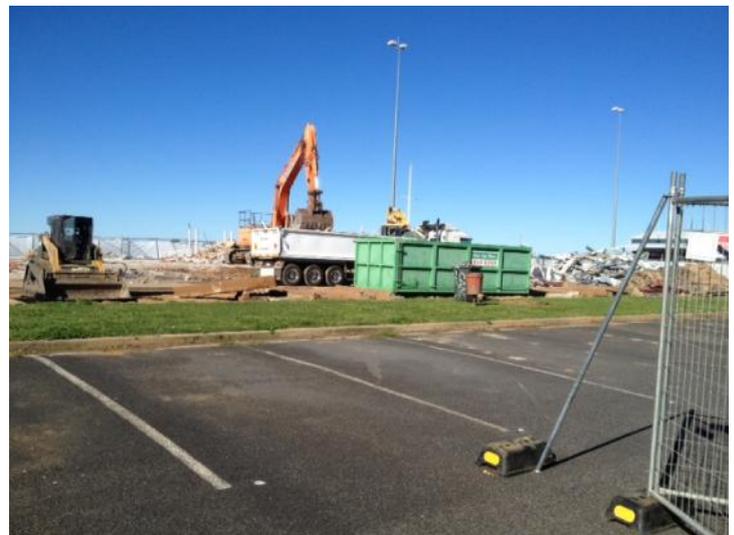
The photos above, main and inset, show the MHAC as a terminal building around midday Sunday, looking for all the world as though it had been in service forever!

It wasn't long after, that the old terminal was barricaded off, and the demolition commenced.

The first few days saw the bulk of the building demolished, and by mid-October, the site was ready to start setting out the new building.

The photograph below shows the demolition in progress about a week after it commenced.

One unexpected event was the flattening of about 30 metres of temporary security fencing along the apron frontage, caused by jet blast from the Fokker 70 turning around.





Warbirds Downunder 2013 November 2nd 2013

## Not long now to the second Warbirds Downunder airshow at Temora, hosted by the Temora Aviation Museum.

The TAM is unique in that all its aircraft are in flying condition, and 3 or 4 types are flown regularly at their monthly shows.

This event promises to be even bigger and better than than the inaugural show two years ago. At the time of writing, the website listed the following aircraft.

RAAF Roulettes	Cessna 195
RAAF F/A-18 Hornets	CT-4
RAAF Hawks	Winjeel
Spitfire Mk XVI	Vultee BT-13
Spitfire Mk VIII	Yak's
Hudson	Nanchang's
Boomerang	Super Constellation
Cessna A-37B Dragonfly	Catalina
Cessna O-2A	Stinson
Cessna O-1 Birddogs	P-51 Mustangs
T-28 Trojans	P-40 Kittyhawks
Tiger Moth	Southern Knight Formation Team
Auster	RANHF Huey
Ryan PT22	Meteor
Ryan STM	RAAF Sabre
CAC Wirraway	Vampire, Chipmunk

Check the website at [www.aviationmuseum.com.au](http://www.aviationmuseum.com.au) for the latest detail, and if you're flying, don't forget to study the NOTAMs and AIP Supp carefully.

## AERO MEDICAL INTERCHANGE RAFFLE

The Aero Club is conducting a raffle to raise funds for the ongoing running expenses of the Aero Medical Interchange Facility.

Although the services using the facility are contributing, the club expects to subsidise this, at least until operating costs become more predictable.

A raffle is being run with some great prizes. Members have been selling at Post office Lane and East Orange School market day, and shortly all members will be asked to assist by selling a book of 10 tickets. Cost is \$5 each, and there are 2000 tickets to be sold.



## AIRPORT DEVELOPMENT UNDER WAY

As well as the work on the new terminal, a start has been made on the re-routing of the high pressure gas pipeline which currently runs under land which will carry the main runway extension.

The pipeline will be moved further to the west, and will run alongside Aerodrome Road after it's been diverted. This work has set the timing for the runway extension, now scheduled to commence early 2014.

Some other work involving the re-location of the primary windsock took place last weekend, and necessitated closing of the eastern end of the apron and taxiway A.

Did YOU get caught not reading the NOTAM?

### MAYORAL MEMBER

*At the October meeting of the Aero Club Management Committee, Orange's Mayor John Davis was admitted as a club member.*

*John has been very supportive of the Orange Aero Club for many years, and especially with the construction of the MHAC.*

*Welcome John.*



## The much heralded changes to Licensing Regulations come into force on 4 December 2013.

These are part of a full re-vamp of the Aussie Regs titled the Civil Aviation Safety Regulation 1998. Yeah - they've been coming for 15 years now! As the chief John McCormack said on his promo video, these things don't happen overnight!

Part 61 is the bit that deals with licensing, and for most of us at the little end of aviation, there won't be much of a noticeable change.

When you next do a flight review or get a new rating, you'll be issued with a licence in the new format. Some of the terminology will be different, but overall you won't lose (or gain) any operational privileges.

For those getting a bit long in the tooth, or who for other reason can't pass the Class 2 Aviation Medical, you'll be able to continue flying on a Car Driver's Medical, albeit with some restrictions. You'll now have another option to the current one of mastering a Jabiru and flying it on an RA-Aus pilot Certificate!

RA-Aus certificate holders will be able to transition to the RPL simply by doing a flight check in the VH registered plane, and all your current RA-Aus endorsements and exams will be recognised.

At least, that's the way I understand it from reading and attending the CASA AvSafety Seminar a few weeks ago. Check out the details at [www.casa.gov.au](http://www.casa.gov.au).



# ORANGE FLIGHT TRAINING NEWS AND EVENTS

We introduced **Edwina Gadsby** in the last newsletter. Well, she's now completed her basic Pilot Certificate, Cross Country Endorsement, and Passenger Endorsement, which is about as far as anyone can go in RA-Aus.



The plan was that she would continue towards her PPL with Central West Flying at Bathurst, however reality kicked in and she has moved to Melbourne to take up what she calls a "real job"!

Congrats Edwina, well done.

**Gus Tobin**, who conducted the bulk of Edwina's training, has now made the leap from 'Instructor' to 'Senior In-



structor', which among other things, means that the CFI doesn't need to be present when he's instructing.

Congratulations Gus.

**Richard Campbell** achieved his first solo flight last week, and has decided to take a break from training for a while. Congratulations Richard - hopefully it won't be too long before you're back in the air.



A worthy cause begging for your support and sponsorship is the annual Sydney to the Gong Bike Ride.

This year, **Bryan Clements** is dusting off his pushbike and joining with his workplace team to ride the course from Sydney to Wollongong to raise funds for people living with Multiple Sclerosis. I hope he doesn't get the winds we had the year I rode it!

If you'd like to make a donation on Bryan's account, Google 'Sydney to the Gong' and follow the prompts.



Our **Annual Presentation Night** in conjunction with Orange Aero Club, will be held on Saturday 30 November.

Details will be circulated by email shortly, but it will take the form of Dinner at **The Agrarians** (formerly Totally Local) on Molong Road. Those who have gained their Pilot Certificate in the past year will be presented with a memento of the occasion.

We welcome **Sam Goddard** and **Sam Goodacre** as new students who recently commenced training. Sam Goddard is a KWS boarder going into Year 11, and comes from a property in the Coolah area. Sam Goodacre is an Apprentice Engineer with Orange Aero Engineering, as well as one of the baggage handlers for Brindabella Airlines.

Even more recently, **David Dent** and **Luke Patrick** have commenced training, and **Shane Dollery** has made the first step by taking a TIF.

Welcome guys, I need to get the camera going!

## *The Plastic Parrots*

Jabi 4782 grounded since 20 Sept due to the expiry of it's registration, is now back in service, so we're at "full strength".

*The Cockpit check list has been recently modified in a number of small ways. Please read and follow it carefully.*

The Garmin 296 GPS units have been set to automatically turn on with the Avionics/Radio switch. They will also turn off automatically. If you want to turn them off during flight, press and hold the ON/OFF button for 2 seconds.

*The screen display has also been changed to show the current LOCAL time bottom left. Unlike the time on the EFIS in 4782, the GPS time is satellite derived and is accurate. You can confidently base your predicted arrival in the circuit area (for example) on the GPS time. We'll start including some basic GPS use in training.*