



# FEBRUARY 2014

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



WELL, CHRISTMAS IS WELL & TRULY OVER FOR ANOTHER YEAR, THE DECORATIONS TAKEN DOWN, CHRISTMAS TREE ON THE WINTER BONFIRE HEAP OR DISASSEMBLED AND PACKED AWAY TO LIVE AGAIN NEXT CHRISTMAS! NEW YEAR AND JANUARY SLIPPED AWAY ALMOST UN-NOTICED, AND WE'RE WELL INTO 2014.

## AIRPORT WORKS FULL STEAM AHEAD

**Even those who only drive past the airport on their way to somewhere else, can't help but notice the feverish activity in the area.**

The re-routing of Huntley and Aerodrome roads to accommodate the extension of the main runway, and the runway strip itself are very evident, as can be seen from the photographs taken Friday 14 February. (Happy Valentine's Day!)



Within the airport boundaries, work has commenced on the extension of Taxiway Delta, the first job there being the piping of the open drain which currently limits it.

To facilitate this, a temporary fence has been erected to effectively exclude this area from the security part of the airport

Meanwhile, work on the new terminal building has resumed, with the erection of the roofing trusses.

Not that the work stopped, but the concrete columns which support the roof needed to cure for four weeks before the trusses could be placed, and the fabrication of these trusses continued off site during that time.



The progress of this building is of vital interest to Orange Aero Club members, as it determines when the club is able to move into the Max Hazelton Aero Centre.

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Once the building has been finished and handed over, the Council will complete the fit out and installation of services, and move in perhaps as early as June!

This will commence another period of activity by Aero Club members on the Max Hazelton Aero Centre.

There are some additional internal walls to be built, and inevitably there will be some superficial repairs and repainting required before the Aero Club commences operations there.

Its not too early to be thinking about the use of the building by business, community groups and individuals. The

club will have on-going running costs in the order of \$12000 per year to meet, and this needs to be generated largely from the use of the building.

The club has now set up a sub committee whose primary task will be to ensure the ongoing maintenance is carried out, and to look at ways of generating sufficient income to cover the operating costs over the years ahead.

The need for the runway extension is probably a bit questionable now, as Newcrest are no longer operating Fokker jets at Orange, and Brindabella Airlines has gone to the wall. Nevertheless, it will provide Orange's airport needs well into the future.

## AERO CLUB RAFFLE

### THE AERO CLUB RAFFLE WHICH HAS BEEN RUNNING FOR THE PAST FOUR MONTHS HAS NOW BEEN DRAWN.

The raffle, for a whole range of prizes donated by Orange businesses, was drawn at the club day on Sunday 9 February, by guest Michael Smitch, shown at right 'stirring the pot' before the draw.

A big thanks to all club members who helped by selling tickets and buying them themselves. Also to Bob Nash, who organised and promoted the raffle, the businesses who donated the prizes, and to club member Justin Littlewood of GK Craig Printers, who provided the tickets.

Appropriately, all the major prizes were won by members of the public, who bought tickets from the stall in Post Office Lane. The raffle raised around \$3000 which will go towards the costs associated with running the Max Hazelton Aero Centre.



## WE NEED YOU!

How is your training program going for the 'Relay for Life'?

Seen at Integra Gym on Saturday 8 February, Kerri Powell & Jan Pullen getting some inside tips from Steve 'Commando' Willis in preparation for this year's event on Saturday/Sunday 8th & 9th March.



### Not long to go now till the 2014 Relay for Life!

This popular and very worth while Community Event takes place on 8th and 9th March at the Waratah Sports Ground in North Orange.

Orange Aero Club has again nominated to field a team, and once again, we'll aim to have someone on the track all night, so the more people involved, the easier it'll be for everyone.

Go to the website [http://relay.cancercouncil.com.au/2014/orange\\_\\_district\\_2014/](http://relay.cancercouncil.com.au/2014/orange__district_2014/), find Orange Aero Club in the list of teams, and click on the "JOIN" link.

# AERO CLUB COMMITTEE OF MANAGEMENT



## THE ELECTED COMMITTEE MEETS GENERALLY ON THE FIRST TUESDAY OF THE MONTH. JANUARY EXCEPTED, AT THE PARKVIEW HOTEL.

The hotel management make a room available for the meetings at no charge, and these generally take an hour to an hour and a half, and afterwards those who are able, have dinner in the restaurant.

Meetings are open to all members, and generally involve confirmation of the minutes of the previous meeting, consideration of reports from the treasurer and others, and attention to correspondence, membership applications and any general business.

## CALENDAR OF EVENTS

### MARCH

4<sup>th</sup> - O.A.C. Committee Meeting - Parkview Hotel, Orange - 6.30pm for 7pm - members welcome.

8<sup>th</sup> & 9<sup>th</sup> - Relay for Life - commences at 1.45pm on 8<sup>th</sup> at Waratahs Sports Ground through to the following morning – annual community project for the club.

16<sup>th</sup> – Combined Rotary Clubs of Orange 'Experience Orange' Expo at the PCYC Indoor Stadium – Orange Flight Training has secured a site and invited Orange Aero Club to share this site for the event.

22<sup>nd</sup> or 29<sup>th</sup> - a flyaway weekend to Nowra (dates flexible, subject to weather) – led by Bruce Whiley and Stuart Porges.

### APRIL

1<sup>st</sup> - O.A.C. Committee Meeting - Parkview Hotel, Orange - 6.30pm for 7pm - members welcome.

5<sup>th</sup> – a flyaway to Temora – attend the Temora Aviation Museum Showcase Presentation Flying Day 'WW11 Pacific Theatre', see [www.aviationmuseum.com.au](http://www.aviationmuseum.com.au) – led by Bob Nash.

13<sup>th</sup> - Pilot of the Year Competition - facilitated by Orange Flight Training (RA) and Thomas Aviation (GA) - qualified and student members encouraged to participate - information flyer circulated prior - timings subject to season and weather - club BBQ (\$5 per head donation) from 12.30pm for those involved in the competition and those that wish to socialise – BYOG.

**BBQ DUTY ROSTER, COMMITTEE MEMBERS: PHIL ROBERTSON, ALLAN BROWN.**

17<sup>th</sup> to 20<sup>th</sup> (Easter Long Weekend) - - NATFLY – RAAus annual national fly-in for recreational aviation – at Temora Aerodrome.

### MAY

6<sup>th</sup> - O.A.C. Committee Meeting - Parkview Hotel, Orange - 6.30pm for 7pm - members welcome.

TBA - fly-in to Larras Lee International to view Ralph Chrystall's DC3's and see one fire up, hold BBQ lunch, invitation to be extended to neighbouring Aero Club's to attend – led by Peter Reid.

### JUNE

3<sup>rd</sup> - O.A.C. Committee Meeting - Parkview Hotel, Orange - 6.30pm for 7pm - members welcome.

8<sup>th</sup> - Pilot of the Year Competition - facilitated by Orange Flight Training (RA) and

Thomas Aviation (GA) - qualified and student members encouraged to participate - information flyer circulated prior - timings subject to season and weather – BBQ, hosted by OFT, available (\$5 per head donation).

15<sup>th</sup> – Hosting of BBQ lunch at Orange Flight Training with Gnoo Blas Car Club after their Sunday Run – from 12.30pm – local aircraft on display – led by Bob Nash.

TBA – Orange Aero Club Winter Dinner – Gerry's @ the Commercial, Millthorpe – 6.30pm for 7pm – invitation will be circulated – all welcome.

### JULY

1<sup>st</sup> - O.A.C. Committee Meeting - Parkview Hotel, Orange - 6.30pm for 7pm - members welcome.

13<sup>th</sup> - Pilot of the Year Competition - facilitated by Orange Flight Training (RA) and Thomas Aviation (GA) - qualified and student members encouraged to participate - information flyer circulated prior - timings subject to season and weather – BBQ, hosted by OFT, available (\$5 per head donation).

TBA – Helicopter simulator exercise at the C.H.C. Base, Orange (near Bunnings) and pizza with members of the crew (subject to their availability) – led by Bob Nash.

### AUGUST

5<sup>th</sup> - O.A.C. Committee Meeting - Parkview Hotel, Orange - 6.30pm for 7pm - members welcome.

31<sup>st</sup> - O.A.C. A.G.M. – from 12 midday at The Railway Hotel, Spring Hill (at this stage) – all welcome.

### SEPTEMBER

2<sup>nd</sup> - O.A.C. Committee Meeting - Parkview Hotel, Orange - 6.30pm for 7pm - members welcome.

14<sup>th</sup> - Pilot of the Year Competition - facilitated by Orange Flight Training (RA) and Thomas Aviation (GA) - qualified and student members encouraged to participate - information flyer circulated prior - timings subject to season and weather - club BBQ (\$5 per head donation) from 12.30pm for those involved in the competition and those that wish to socialise - BYOG - available subject to numbers and weather.

**BBQ DUTY ROSTER, COMMITTEE MEMBERS: STUART PORGES, KEN PIDCOCK.**

12<sup>th</sup> – 15<sup>th</sup> – AUSFLY – Sports Aircraft Association of Australia (SAAA) 3<sup>rd</sup> annual event to celebrate and unify all aviation organisations – at Narromine Aerodrome.

TBA – A combined fly/drive/ride activity to a convenient location (to be determined) for lunch.



# ORANGE FLIGHT TRAINING NEWS AND EVENTS

## THREE NEW STUDENTS HAVE COMMENCED TRAINING SINCE THE LAST NEWS...

**Jack Ford** travels from Parkes to learn at OFT, and since he's a 15 year old still at school, his mum Robyn has to drive him. Still in the early stages of training, Jack's looking towards a flying career when he finishes school.



**Alex Fogarty** hails from Blayney, and finished his HSC at Blayney High last year. He's also in the early stages of his training, and flying regularly he should progress quickly.

**John Chevis** is another example of "always wanted to learn to fly, and now I have the time and funds". He's currently on extended leave from his job and wants to make the most of the time.



A big **WELCOME** to all these guys. We hope you'll enjoy the journey as well as the end result!



Since the last News, **Julian Barson** completed his Pilot Certificate just before Xmas, on his way from Sydney to Adelaide (his home town). Since then he's worked in Edinburgh in the UK, and is currently in Broken Hill with the RFDS!

**Nigel Vagg** has added to his basic Pilot Certificate by completing his Cross Country and Passenger Endorsements. We can see him putting a strip on the property at Ivanhoe sometime soon...



**Tim Healey** also completed his Cross Country Endorsement recently, and has been extending his range with trips to Mudgee and Young in the last few weeks.

Welcome back to **Sam Cook**, who learned to fly while at school a couple of years ago, and is now working on his XC Endorsement. He'll be working on an NT station from March and hopes to take a PPL with him, so he can fly the station aircraft!



There's lots of other action at the school. Angus McIntosh getting close to finishing his PC, Ken Hazelton, Craig Anderson, David Dent and Peter Reid are all progressing steadily. Henry Dunlop has re-commenced after a period of feverish work activity, and Peter Roughley is going well when his work at Cobar lets him.

Sam Goddard is starting to come to grips with circuit work, and Sam Goodacre is at solo standard, but has gone to Tamworth for a 3 month block of training in his aircraft engineering trade.

*Wade Mahlo has assured me that our Electric Turn Co-ordinators which have been coming forever, will be here the week commencing 17 Feb, so with a bit of luck, both aircraft will be equipped with servicable ETCs soon.*

*Of course, the balance ball in the instrument still works, which is the reason the "dead" ETCs have been left in place,*

*Meanwhile, turning information is displayed at the top of the EFIS, right under the directional tape!*

# Competition Day versus Social Day

The first round of the Pilot of the Year flying competition got off to a shaky start early February, with only one contender in the Recreational category, and none at all in the General Aviation.

The day itself was “successful” from a social perspective, with maybe 20 Aero Club members and guests turn-



ing up for the BBQ lunch, and the drawing of the raffle.

Because the temperature on the day was forecast to reach 34C (and it did), the decision was made to eat in the airconditioned OFT training room rather than the hangar. By turfing the lounge out, we were able to accommodate everyone around the tables and workbenches, reasonably comfortably.

Back to the comp. There has been a thought expressed, that the Competition and the social activity should be segregated.

What do others think? Is it a distraction, either way, to have both together? There's always been the opportunity for those who can't make it on the day to “catch up” the following week, and more and more pilots seem to be doing this. In fact, this round has five more starters booked over the next week.

Because there are always new pilots at the start of every year, those who've completed their training or reached solo standard during the past year, its worth running through the concept again. Please see the separate article on this page.

## PILOT OF THE YEAR - WHAT'S IT ALL ABOUT?

Firstly, let me be very clear about this. The Flying Competition conducted by most Aero Clubs and flying training organisations is principally about practising and improving skills under the supervision of a qualified instructor. Everything else is secondary.

That doesn't mean it can't be fun! In fact, the fun aspect is very important - after all that's the reason most of us learn to fly, unless we're doing it as a career move.

At Orange Flight Training we try and provide a range of different sequences throughout the year which provide the 'fun' aspect but also have a strong training value.

The first round this year involved flying with the instruments covered - which helps hone your judgement skills of height, airspeed, power setting and coordination of controls - all fundamental skills which you'll rely on if you ever have a blocked static vent in flight.

The 500 foot circuit helps get you used to flying a tight, accurate circuit with a low cloud base, and requires precise control inputs and good judgement skills in a condensed time frame and space.

The ability to confidently side-slip the aircraft and control a slipping turn may make the difference between a suc-

cessful forced landing in the event of an engine failure, and rolling into the trees or fence at the far end of your chosen paddock because you couldn't get it down.

Subsequent rounds will have a different but similar vein, all aimed at maintaining and improving your skills.

The competition and “Pilot of the Year” is a way of recognising the dedication of everyone who's taken part, and rewarding the most successful by making a small presentation in front of peers, and recording the success on a trophy and Honour Roll.

### *THE “RULES”*

Each activity is scored by the instructor, and a critique is provided with suggestions for improvement where required.

There are six rounds each year, but the pilot's “worst” round is discarded and the best five aggregated. Obviously, those who do all six rounds have the best chance of being PoY, but good flying will prevail!

If you absolutely can't make it on the day, you can catch up during the next two weeks.

A currency check flight can be incorporated into a round.

*...it's principally about practicing and improving skills...*