



JUNE/JULY 2014

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



AIRPORT FEES & CHARGES RELEASED

ORANGE CITY COUNCIL HAS JUST
RELEASED ITS SCHEDULE OF FEES
AND CHARGES WHICH WILL APPLY TO
ORANGE AIRPORT FOR 2014-2015.



Visitors to Orange have enjoyed an absence of landing fees for about ten years, since the Aero Club was instrumental in convincing Council that having landing fees reduced the numbers of visiting aircraft and was counter-productive.

That philosophy still applies, as many pilots flying recreationally choose to avoid airports that charge for landings.

There have been many discussions and submissions over the last nine months, both from the Aero Club and affected individuals. Nevertheless, at its meeting on 3rd December last, Council voted in a series of fees and charges to be applied to the airport users.

It was soon discovered that individual councillors were unaware of the content and impact of their decision, and it was subsequently rescinded.

Further discussions and submissions have resulted in the following fees and charges (abridged version).

Itinerant Aircraft

Landing fees for aircraft above 2000kg MTOW—\$11.95/tonne.

Landing fees for aircraft under 2000kg MTOW—\$5.00/tonne.

Airside access code—\$32.75

Local Aircraft

Local private aircraft over 2000kg —\$500.00/year

Local private aircraft under 2000kg—\$200.00/year

Local business aircraft over 2000kg—\$1,000.00/year

Local business aircraft under 2000kg—\$500.00/year

MUD, MUD GLORIOUS MUD...



There's a lot of exposed earth to the west of the airport at the moment, and with the recent weather, that's a lot of mud!

Drivers will have noticed the new approach road to the north of the works is now in use, and it shouldn't be long before the southern one is in use also.

Meanwhile, work on the terminal continues, but Council is being fairly vague about finish dates.



SECRETARY RESIGNS

CLUB SECRETARY FOR THE PAST THREE YEARS,
DAVID POWELL, RESIGNS FOR PERSONAL REASONS.

Not only has David been a most thorough and effective secretary, he's been a driving force behind all the club's activities, and his loss to the club will be immense.

In addition to those responsibilities, David has been one of the main volunteer workers during the construction of the Max Hazelton Aero Centre, and was also very active during


the Bushfire season early last year, when the club was providing the catering services for firefighters.

David also learned to fly during his involvement with the Aero Club, and will hopefully continue to develop his flying skills and gain his Cross Country endorsement.


Committee and members wish David all the best as he steps down from the secretary's role, and hope he'll continue to be involved in club activities.


A Bit of History...

Laurie Chapman recently came across a series of "Flying" magazines from the early 1930's. We'll be bringing you an occasional article from these magazines in future issues, but here's an ad for a highly desirable private aircraft. Perhaps the Cirrus SR 22 equivalent of the time!



The PUSS MOTH—
*the Ideal Machine for
the Private Owner*





THE DE HAVILLAND "PUSS MOTH" is a high-wing monoplane of the cabin or enclosed type. This, together with the fact that the engine is an inverted type Gipsy III., reduces noise to a minimum, and adds considerably to the riding comfort. The cabin accommodates two passengers in addition to the pilot — leg-room is ample, and there is plenty of room for light luggage. Passengers enjoy a perfect view in all directions. High speed, 128 m.p.h.; range, 460, 620 and 760 miles (according to tankage required), with margin for safety. Gipsy Moth "get-off" characteristics.

The De Havilland Aircraft Pty. Ltd.
MASCOT AERODROME :: SYDNEY
Tel. Mascot 541

May we wish our friends throughout
Australia the very best for Xmas
and the coming Year



WARBIRDS OVER WANAKA



TRIP ACROSS THE DITCH

A small group of Orange Aero Club members headed East last month to the “Land of The Long White Cloud” and it certainly lived up to its name. In fact for at least half the time the clouds were dark and soggy. The prime reason for the trip was to see the Warbirds over Wanaka Airshow on the Easter weekend. The trip over was on an Emirates 777 and according to Stuart’s superdooper watch we on the correct course and at the right height. After a night’s recovery from jet lag we set forth into Christchurch centre in our trusty 12 seater Mercedes bus. The centre looks much like a war zone and a far cry from what it was pre 2011. The bright spot of the morning was that Prince William and Kate just happened to be visiting the building next door to where we were having brunch. Some members stayed to wave to them but a couple of republicans (who shall remain nameless) headed to other parts.

Over to the West Coast where it rained constantly and then down through the Haast Pass to Wanaka. We had rented a house overlooking the lake. This was to be our base for the next four days. After laying in a good supply of food and alcohol the men settled in for a game of 500. Friday was the practice day but it was just as exciting as the main days .



The range of aircraft was amazing. From a replica Pfalz D111 which was used in the film “The Blue Max” to an Aero L39 Albatross and every type of warplane in between. All of them had been beautifully restored. If we had arrived a little earlier on the Sunday morning we could have walked the flight line and had a close up look at them all. One plane which was beautifully restored was a 1936 model Beech C17 “Staggerwing” (pictured at left) which was first registered in Australia in 1937 to the Loneragan family of Mudgee. It still has Australian registration.

The aerial displays were very entertaining . From the small Cabri (an R22type machine but with a longer service life and are available if you have a spare half mill) to a NZRAF C130 doing touch and goes, short take offs and landings and reversing down the length of the runway. For great crowd entertainment the highlight would have to have been the race between a Lamborghini driven by a local race driver and a Sukhoi 29 flown by World Champion Aerobatics pilot Jurgis Kairys. From a standing start they reached speeds of 250mph with the left wingtip of the plane just near the back of the car. On the second run this was what happened. (Right.)



There was a reasonable amount of static displays of Vans, a recreational sea/land plane, a Cirrus, a couple of STOL type RAA planes. One in particular was the Highlander (Picture next page). With its take off and landing capabilities I could almost land on my block at Clifton Grove!

The only thing that we did not find out was the cost of Avgas but with unleaded petrol retailing at \$NZ 2.30/litre I shudder to think what Avgas would be. One could only hope that BP as a major sponsor was very generous in the supply of fuel because there were an awful lot of very thirsty engines there.

To sum it up. It was a great experience. Not the sort of thing that your wife would get excited over but for an aeroplane tragic there is nothing that can replace the sound of a Rolls Royce Merlin at full song and the only thing better than one is two or more.

After leaving Wanaka on the way to Queenstown, we stopped at the top of the descent to admire the view. Far below us down in the valley was an AirNZ 737 on final for Queenstown Airport. The next day John and Stuart investigated the local Aeroclub and got a few hints on how to fly up valleys, and found that they have similar issues as clubs do over here.

Down to Te Anau and stayed at Shakespeare B&B. Ray was a great host and I would recommend it as a good spot to stay. From here we went to Milford Sound for a cruise and also watched a couple of Cessna 206 doing constant scenic flights from a rather small one way strip wedged in between the massive peaks.

Another lovely wet day as we travelled to Invercargill and out to Bluff, one of the most Southern towns in the world (and also one of the windiest). Next day we all visited Hayes Hardware Store. It would have to be the best hardware shop I have ever seen with a 100 metre wall filled with tools of every kind and all high quality. No cheap crap. Also on display in the store are numerous bikes (including the 1920 Indian that Burt Munro set a Land Speed record on in the 1960's—movie *"The World's Fastest Indian"* with Anthony Hopkins) old cars and old tools, motors etc. We could have stayed all day but the women were getting edgy to hit the shops and we were off to the Croydon Aircraft Factory and Museum at Mandeville.

On arriving at Mandeville we found a woman brushing cobwebs off the windows of the café. We ask her if there was anyone at the factory. She said "I think he's down there but if the door is open just go in and look around. You fellows don't look like you would pinch anything". Little did we know that she was the factory owners' wife. What a fantastic workshop it was. There was an almost complete Chipmunk in one corner, a De Havilland Fox Moth which was almost finished and a replica of the De Havilland DH88 was well under way. This plane was the basis for the Mosquito bomber which was famous in WWII. The smell of the Sitka spruce was beautiful as was the workmanship on the various spars, ailerons etc. A lovely engineering sect was at one end of the shed with a TIG welder and numerous beautifully made jigs for manufacturing various parts.



SPORT AIRCRAFT D	
Owner's Name:	John Levy
Model:	Highlander Super Stot
Year completed:	2013
Engine Type:	Rotax 912 ULS
Performance specs:	
VNE	100
Rate of Climb	1500FPM
Cruise	90
Stall	22
Take off distance	10 meters
Landing distance	10 meters



DH 88



DH Fox Moth

The museum next door was just as interesting with a couple of Tiger Moths, a Fox Moth, a DH Rapide which had been at Wanaka a few days earlier, a couple of 1960 gullwing gliders and a Macchi jet trainer in pieces.

The rest of the journey to Dunedin, Lake Tekapo, Arakoa and back to Christchurch consisted of the usual sightseeing, coffee and happy hour at 1700hrs. A quick look at the centre of Christchurch on the Friday before we left revealing the almost complete devastation, similar to what I imagine cities in Europe would have looked like after WWII. The cardboard Cathedral was interesting as was the container shopping area. The hardest part of the whole trip was getting up at 0330 to catch the 0630 plane home.

<http://www.youtube.com/watch?v=sanyWgtHk04>

Story & Pictures—Peter Reid

Old Birds Never Die

Orange Aero Club members were recently subject to a privileged invitation to the regular running of an old DC3 aircraft at a private airfield to the west of Orange.

A number of other aero clubs from the central west also attended the event with people from Condobolin, Bathurst, and Parkes and Orange braving the forecast wet weather which didn't eventuate.

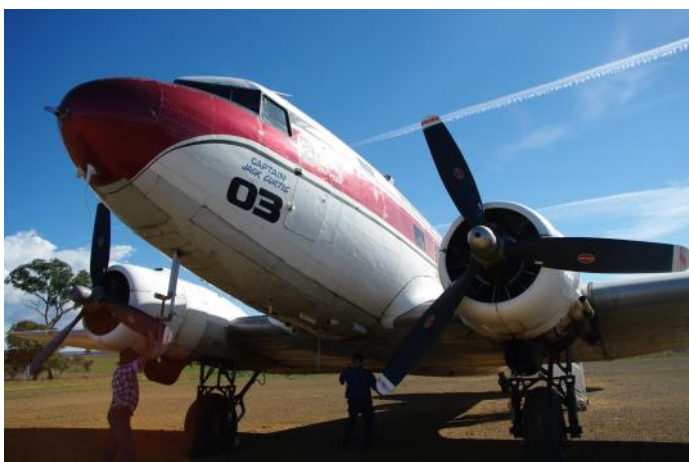
Orange Aero club members catered for the afternoon with approximately 50 people arriving for the event. Thanks to Peter Reid for organising the day, Peter and John McKenzie and the ladies for helping out with the Bar- B- Q Duty and David Powell for ground movements controller on the day.



Ralph Crystal regularly runs the old plane to keep it operational as his company prepares for establishing a tourist orientated business. Once warmed up the plane taxied up and down the airstrip a number of times.

Those attending were treated to an inspection of the plane prior to start up and after the warm up the taxi run down the strip took place. It brought back memories for a few people who attended and who had worked with DC3's when they were the vanguard at the start of the commercial air transport industry.

Story & photos—Mike Seccombe



FLYING NIL—SOCIALISING ONE

THE SCHEDULED COMP DAY 15 JUNE WAS A NON-EVENT FOR FLYING,
BUT PRETTY GOOD SOCIALLY.

The club had invited members of the Gnoo Blas Classic Car Club to join us for a BBQ lunch at the conclusion of their regular monthly outing. Despite the weather, there were about 20 car club members and around 15 OAC members who enjoyed the BBQ at OFT hangar, and some even braved the elements to have a look over the Pullen Pride 'n Joy JRP, which John had taxied across.

After lunch, Bruce showed the group around the OAE Maintenance Facility, where they were able to get an "inside" look at some of the different aircraft undergoing maintenance.

After this, and the departure of the Rex flight, the group were "treated" to a pre-flight briefing on the Effects of Controls complete with on-screen presentation, and delivered by Bryan and Ken. There were a few who nodded off in the comfort of the terminal building, but not everyone! Stuart also conducted a tour of the Medical Interchange Facility to round off the day. Thanks Bob, especially for the 10 minutes notice for the briefing!





Orange Flight Training News and Events

Further to our article last issue about some of our past students, we've had an email from **Diego Cavieres**.



Diego has returned to Chile to continue a career in aviation, having completed his CPL here in Australia. He had some interviews lined up, and has promised to let us know what happens.

All the best, Diego!

A new starter since the last issue is KWS student **George Blyde**. George is a local guy, as distinct from a boarder, and has already completed most of the basic flying skills lessons, and spent a day assisting and learning with the maintenance of one of our aircraft. Welcome George!



Sam Goodacre has returned from his block Engineering training at Tamworth, and is back on the job at Orange Aero Engineering.

He's also resumed flying training and now has a bit over an hour of solo time behind him, so is well on the way to Pilot Certificate.

After many months, Jab 4782 finally has a serviceable **Electric Turn Coordinator** (hurrah!). The original units fitted by Jabiru were a Chinese clone, but this one is a "proper" American one, which will hopefully last a lot longer.

Pilots should be aware of the function of the red "flag" on the face of the instrument. The red progressively disappears as the gyro comes up to speed, and it's not useable till all the red is gone from the flag.



Apparently the Chinese factory has been commandeered by the government, and aren't able to say when they'll be making or repairing instruments for their overseas customers.

A second American unit is currently being overhauled, and will be installed in 5022 soon.

The weather and the lack of the grass cross strip is having a major effect on most training in the last month or two. It seems that we can rarely get clear skies and light breezes together on the same day. And when it does, it's usually not a weekend!

The big exception was the June long weekend. Three days of good flying weather, and...

You guessed it. Practically no-one flying!

Pilot of the Year 2014

We've had a hard time getting the third round in, due to the weather. The time has been extended, and there's two starters booked to fly this coming weekend to finish the round.

At this stage, Simon Coleman heads the leader board for round three, but that could change, so no celebrations yet Simon!

The next round to be conducted 13 July will be a mini-navex within the 25nm radius of Orange airport, so you don't need a Cross Country endorsement to compete.

You won't have an instructor this round. Instead, you'll need to take a passenger, who will act as observer to answer some observation questions while you fly the plane. You'll be judged on the accuracy of your track over the ground and altitude for each leg. It's visual flying using ground features on fairly short legs, so no need to be calculating headings and ground speeds.

Students, and qualified pilots without a pax endorsement can still fly with an instructor as an observer. Further details by email soon.