



DECEMBER 2012

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



MERRY CHRISTMAS & HAPPY NEW YEAR TO ALL

MHAC GROWS OUT OF GROUND

UNDER DIRECTION OF JOHN PULLEN, CLUB MEMBERS BEGAN ERECTING STEELWORK LAST WEEKEND.

The photo at right (courtesy Stuart Porges) shows the roof trusses and purlins of the curved centre section of the building assembled on the slab, ready for sheeting.

Once the roof section is completed, it will be lifted by mobile cranes while the supporting structure is erected underneath.

This commonly used technique allows the roof sheeting to be completed at ground



level, which is a much safer and quicker method than erecting the frame first, then sheeting the roof in the air.

Other work on the weekend included the checking and sorting of the steelwork to ensure the erection of the building goes ahead as smoothly as possible.

There will be a concerted effort early in January to progress the building, and further volunteers are required at that stage.

Members have been circulated and a volunteer roster is being drawn up. If you haven't yet committed, and would like to do so, please contact John Pullen.



A WORTHY CAUSE HELP THIS TRAGIC EVENT BECOME A THING OF THE PAST

When our collectors knock on your door this Xmas, give generously. You'll be helping Santa install a Mode C Transponder (or ADSB Out if you're really generous) in the sleigh so that Rex, the Air Ambos and others equipped with TCAS can see exactly where he is at Xmas. TIA.

PRESENTATION NIGHT

The combined Aero Club and Airport Users Xmas party and Presentation Night was held in Craig Conlon's Hangar on Saturday 24th November.

As promised, Santa flew in by Tiger Moth courtesy of Lee Mazumdar the owner, and Martin Wookey the pilot, and distributed sweets to the kids, who also had a ball on the jumping castle.

We were well fed and entertained by some "Grumpy Old Men", however the night wasn't as well attended as previous similar events. Maybe its time for a change of format. What do YOU think?



RECENTLY A TRIP WAS ORGANISED TO MT GAMBIER FOR AERO CLUB MEMBERS JANN & STUART PORGES AND JAN & JOHN PULLEN FOR STUART & JANN TO ATTEND A CONFERENCE FOR RURAL SURGEONS. – WE BASICALLY WENT ALONG FOR THE RIDE.

After dropping our 2 dogs to the dog minder at Forest Reefs (along with details as to what was to happen if I didn't return) we arrived at the Pullen Hangar at Orange airport I figured it would be about half an hour before departure. (You know the saying, If you have time to spare – go by air!) so I popped my first 'Valium'. Upon opening the hangar doors – NO PLANE!! First panicked thought! – Apparently some new fuel lines that had been ordered by Bruce Whiley and his team (deemed not urgent to replace in the plane) had arrived and were in the process of being installed. Come on over and have a cup of tea while we finish this! Soon we were loaded and set to depart, an hour or so later than planned. (Better take another valium!) Didn't help when Bill Hazelton said that the new lines should get us to West Wyalong! Hang on a minute – We're not going there! Smooth flight to Echuca (Vic) where we were collected by a hire car taking us on a scenic drive around and down to Beechworth Bakery

FLIGHTLESS BIRD TAKES FLIGHT (Or was that FRIGHT!)



Jan & Jann in the Leather upholstered, airconditioned luxury of VH-JRP

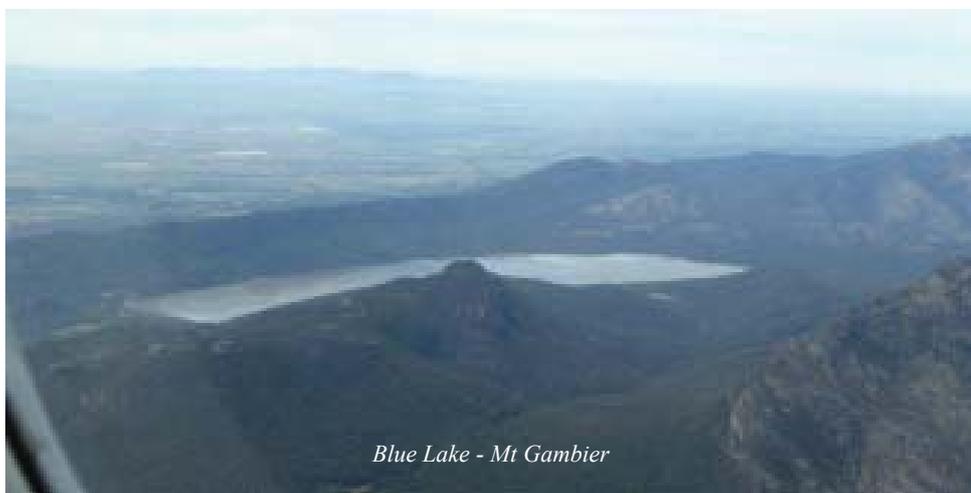
at Echuca for lunch – and a look at the shops (retail therapy). Back to the plane for our final leg overflying the Grampians (which were rough with a bit of rain). Popped another valium – just as a precaution only! We arrived in Mt Gambier to collect our hire car – rush to book into the Commodore motel – a quick

change and off to a civic reception for the visiting surgeons. We missed the mayors speech but had an enjoyable night.

Next day Jann & Stuart were involved, Stuart with the conference and a full day of sightseeing for Jann & the other ladies of the conference. For us it was also sightseeing particularly in Penola – Saint Mary McKillops country. Saw some lovely gardens and a couple of wineries plus some retail therapy. (Ladies always good to strike a deal with the pilot for some of this!)

Friday we did the sights around Mt Gambier – although John had gone out to refuel the plane and left me at a nursery. Only be half an hour or so, two and a half hours later he could not get the card swipe machine to work at the airfield despite having arranged this prior to leaving home. Eventually he found somebody to help. It would have been handy if they had a note on the fuel bowser with clear instructions that you needed to enter the 3 digit security number on the back of the credit card. (Obviously the instructions were put there by a male!)

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Blue Lake - Mt Gambier

BARBECUES GALORE

The final Aero Club BBQ for 2012 held at OFT Hangar on Friday 7 December, was understandably not well attended.

As we get closer to Christmas, there are more and more calls on any individual's time, and something has to take a back

seat.

On the other hand, the meeting/BBQ for airport users called by Kel Gardiner at the same location on Tuesday 11 Dec was an outstanding success, and provided some worthwhile insights into the

airport development.

I'd like to place on record the Club's thanks to David Powell for his untiring efforts in catering for all the BBQs that have taken place throughout the year.

Thanks David!



RYLESTONE AERODROME FLY-IN

Three aircraft from Orange made the trip to Rylestone to take part in an open day organised by the aerodrome owner, Rob Loneragan.

Rob has taken over the aerodrome, and has made a lot of improvements to what was a fairly basic strip.

The area is being developed and promoted as an airpark, with residential lots with direct aerodrome access, and further information can be found on the website at <http://rylstoneaerodrome.com.au/>. The photo below from the website shows the aerodrome.

Attending from Orange was John Pullen and Peter in VH-JRP, and Stuart Porges/Dave Powell in one of the Jabs, with Peter Thomas in the other.

Meredith Schwilk had intended to fly with Peter, but was sick on the day.



FLIGHTLESS BIRD TAKES FLIGHT *(Continued from Page 2)*

We also dropped into the new Masters hardware store in Mt Gambier. (WOW impressive). Mr Dulux was able to help a staff member with some advice about a new product. Had dinner with Jann & Stuart at the Thai restaurant then Saturday departed for Bendigo where we were to spend the night. (Better pop another valium just in case, but that leg was great flying. Did I just say GREAT!) Had a good tourist look around Bendigo, took a tram sightseeing tour and went out to Bendigo Pottery. (Remember it's all about therapy – albeit retail.) Stuart remembered an Italian restaurant they had visited before so we found that and booked in for dinner. Great location – great food and a lovely waitress.

Sunday the pilot wanted us to look around the beautiful park and the impressive visitors centre housed in the old Post Office building. (Truly beautiful). Bendigo has a population of 90,000 and well over 100,000 with the area around, it was a city rich in history, beautiful old buildings – the gold rush days bought a lot of wealth to this area. Then time to collect some lunch, (and pop a valium) to eat at Deniliquin on the way home, we were able to eat on the verandah of the Deniliquin aero club. Then our final leg – left there about 2pm, it got quite thermally and very bumpy (another valium) which to me was surprising as the day was perfect blue sky and nice temperature. Thermals particularly over the Hay plains (so much to learn about this flying but unfortunately so little time left for me)



Captain Pullen at the controls of VH-JRP. Look at that altimeter!

Should have started ages ago like Mrs Porges, she manages to get thru the Herald crossword puzzle and some Sudoku puzzles, not being bothered by the sudden drops and bumps.

All in all (although I didn't actually kiss the ground when we landed) a great trip and great company – It definitely made a

difference to me by having 2 pilots and 2 doctors on board – maybe mind over matter but the valium sure helped!

We had 5 takeoffs and 5 landings got up to 7,500 ft, strong headwinds heading to Mt Gambier, total flying time 10 ½ hrs, fuel burn 36 litres / hr.

Jan Pullen

