

WINTER FLYING IS TOPS - WHEN THE WEATHER'S GOOD

WE'RE A BUNCH OF GRIZZLERS, US PILOTS. ALWAYS COMPLAINING ABOUT THE WEATHER, AND HOW THE ONLY GOOD DAYS SEEM TO BE WEEKDAYS, WHEN WE CAN'T FLY ANYHOW...

Well, we've certainly had our share of the rough stuff, but when one of those slow moving high pressure systems dominates the weather we tend to get a string of good days.

Now the days are getting longer again (the Winter solstice was 21st June), there might even be time to catch a few circuits after work!

The pic at right shows John Gordon after a spin in the Tiger Moth at the last club day, with Instructor Martin Wookey (yeah, that is his name!) looking the part in his fur-lined leather jacket.

This coming Sunday is Aero Club day again and there's a good chance Martin will be on hand for anyone who'd like to 'tame the tiger'. A half hour flight will cost you \$150 - not much to get a DH82 entry in your log book!

Other pics from the day are below, and you will all have received an invitation to come along this Sunday, BBQ commencing about 1230.



NEW FLIERS & AERO CLUB MEMBERS

THE ROVING PHOTOGRAPHER HAS BEEN A BIT MORE ACTIVE THIS MONTH, SO HERE'S A FEW FACES YOU'VE SEEN AROUND THE AIRPORT.



Here's Joe Carman (left), who has the big hangar that some still know as Steve Eslick's hangar, with the transportable offices out front. Joe operates Carmair Executive Charter with his Aerostar, and is also developing a Residential Airpark on the northern side of the airport, off Morris Lane.

This should be a pretty popular development, with direct airport access. Talk to Joe if you'd like to get a foot in the door for one of these blocks.

Introduced by Joe, and responsible for the other American accent on the radio waves (other than

Bryan), is Rob Morgan (right), profiled in the May news.

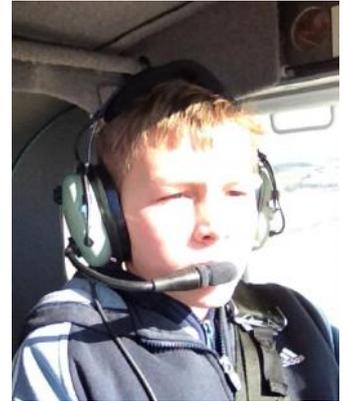
Rob learned to fly here while working on the duplication of the slurry pipeline from Cadia to Blayney. Now the job's finished, after a short holiday back home and a stint in Perth, he returned to Orange and completed his Cross Country endorsement.

Rob grizzles about the cold, but he'd rather be here than back in Las Vegas in 44C temperatures!

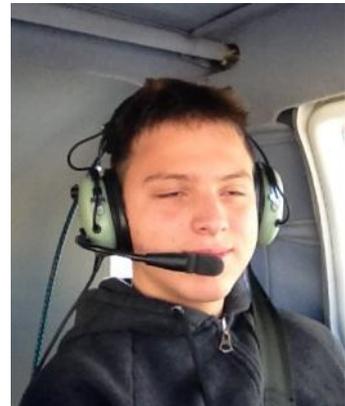


The guys below were mentioned last month, but we didn't have photos at that time.

First there's Angus McIntosh - one of our younger fliers.



Travelling from Sydney and learning in blocks is Pere Morgan. Pere's name is actually Peregrine - how cool is that for a flier? Named after the world's fastest falcon!



Jason Brazel is a local man who commenced flying several years ago, and has recently started again



NARROMINE AIRPORT 13TH TO 15TH SEPTEMBER 2012

This event is being promoted as the first to bring together all the branches of private and sport aviators at the one location.

It is envisaged that it will become a regular event on the aviation calendar - comparable to Avalon, but for the lighter end of aviation.

The event is still in the planning stage, but its being heavily promoted in all the mags, and you can follow the development online at www.ausfly.com.au.

The combined resources of the Aircraft Owners' and Pilots' Association and the Sports Aircraft Association of Australia are being harnessed, together with other peak organisations and sponsors to make this a success.

The Orange Aero Club has decided we should support this event, rather than the planned fly-in to HARS museum at Woolongong which was scheduled for the same weekend.

UNDERSTANDING AIRCRAFT COMMS

From time to time, someone has a problem with the headsets, radio or intercom in the Jabirus, and a similar problem can potentially happen with almost any aircraft.

Typically, when the pilot presses the PTT button, the mic associated with that PTT is connected to the radio transmitter, and the other mic is left disconnected.

The reason for this is to ensure that only the voice of the pilot who is pressing the PTT gets transmitted over the radio, and not the passenger who may be chattering away.

The problem can occur if you decide to use the headset plugged into the passenger side for some reason. Maybe its a more comfortable headset. When you then go to transmit, you're actually connecting the mic hanging on the stowage hook to the radio, and of course that doesn't pick up the pilot's voice. Only the carrier wave is transmitted - no voice.

The problem can also occur very simply, if someone takes the headsets off the stowage hooks to load baggage, cushions etc, and hangs them back up on the wrong side.

Pilots need to check headsets are correctly connected as part of the pre-flight checks.

Another problem can occur with the intercom, shown below.

The toggle switch in the middle allows the pilot to isolate his headset and mic



from the passengers' headset(s) but still allows the pilot to hear and speak on the radio.

If pilot and passenger can't hear each other through the headset after the Avionics switch is turned on (having checked the headsets are plugged in properly!), the first thing to check is the toggle switch. Make sure it's DOWN to the "ALL" position.

The PM501 Intercom is really a 4 place intercom, so the idea is that the pilot can isolate to attend to the radio and traffic, while the passengers continue talking among themselves.

The other useful feature is the squelch control. If the squelch control is turned clockwise till the engine noise just cuts out, the intercom becomes "Voice Operated" - it will automatically turn on when anyone starts speaking, and turn off about a second after the talking stops.

The squelch needs to be set while the engine is under power - not taxiing.

With the squelch control fully counterclockwise, the mics are "live" all the time - the preferred position during training.

Not sure? Ask the instructor!

AERO CLUB CALENDAR

JULY

3rd - O.A.C. Committee Meeting (conducted 1st Tuesday of each month) - Parkview Hotel, Orange - 6.30pm for 7pm - members welcome.

8th - 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 (gold coin donation) for those involved in the competition and those that wish to socialise - BYOG - available

BBQ DUTY ROSTER, COMMITTEE

MEMBERS: TROY THOMAS, JOHN MCKENZIE.

AUGUST

7th - O.A.C. Committee Meeting - Parkview Hotel, Orange - 6.30pm for 7pm - members welcome.

10th - Club BBQ (gold coin donation) at Orange Flight Training - from 5pm - take the opportunity for a late afternoon flight, join those present for a social gathering around the BBQ - BYOG. **BBQ DUTY ROSTER, COMMITTEE MEMBERS: PHIL ROBERTSON, MIKE SECComBE.**

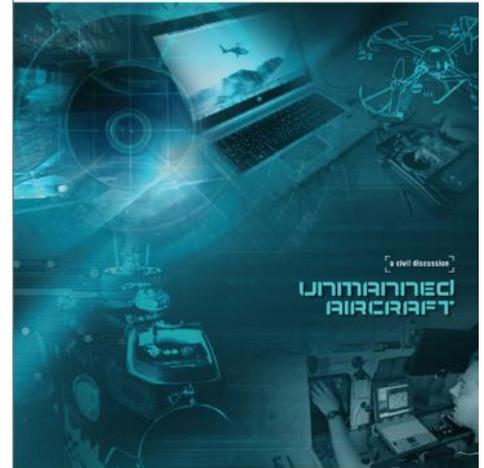
16th -19th - Catering for Rural Fire Service training. Club fund raiser. HELP NEEDED!

26th - O.A.C. A.G.M. - Railway Hotel, Spring Hill - from 11.30am - meeting followed by lunch - members welcome - information will be circulated prior.

Flight safety

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FSA GOES ELECTRONIC

CASA's bi-monthly magazine, Flight safety Australia, has been printed and circulated for the last time this month.

No, its not terminal - it will only be available on line from the next issue. This will save the cost of printing and postage (its one of the few bits CASA gives out free) , but will also allow the use of live links and movie clips, enhancing the overall production.

FSA used to be officially called Aviation Safety Digest years ago, but many older pilots will recall it being called the "Crash Comics" - so named for the reports on aviation accidents it contained.

The publication has a lot of useful articles, and usually a story of someone's "close call" together with an analysis of it.

You can register with CASA to receive an email notification when each issue goes on line in the future.

ROUND 4 OF THE FLYING COMP THIS SUNDAY 8 JULY

A last minute reminder that the fourth round of the Aero Club Flying comp is on this Sunday. For the RAA pilots, its a local "Navex" to the north of Orange, and incorporating observation questions as well as flying skills.

Take a friend or family member if you're qualified with a pax endorsement, otherwise fly with an instructor. We'll be keeping tabs with a GPS tracker!