



# NOVEMBER 2012

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



## MHAC WORK COMMENCES

THE REALLY BIG NEWS THAT WE'VE BEEN TALKING ABOUT FOR MONTHS, IS THAT THE MAX HAZELTON AERO CENTRE CONSTRUCTION HAS BEGUN.

Friday 9th November saw the pouring of the concrete slab for the complex after the sub-floor services were installed during the previous week.

Whilst the concrete is curing (it takes 28 days to reach design strength), the steel structure is being fabricated off site, and will be ready to start erecting early December.

For those who missed the public announcement on TV and in the local newspapers, an agreement has been reached with the Orange CC which will facilitate the early construction of the building, in exchange for them using it as a temporary Terminal building whilst the existing terminal is knocked down and re-built.

This is expected to take approx 18 months to 2 years.

During this period, the Aero-medical In-



*Finishing off the concrete slab for MHAC - 9/11/12*

terchange Facility, an integral part of the concept from day one, will be fully operational.

This really is a win-win situation for all concerned, as the club will have its facility in about the same time frame, the Aero-medical Interchange Facility will be op-

erational 18 months or more earlier than originally proposed, and Orange ratepayers will save a bundle by not having to build a temporary terminal.

We expect the building will be in use as a temporary terminal by April 2013.

**RUNNING A BIT LATE WITH THE NOVEMBER ISSUE, DUE TO BEING A BIT CROOK AND LOSING INTEREST IN PRETTY-MUCH EVERYTHING.**

On the mend now though, so here's an abbreviated issue to keep the information flowing...

### THE FINAL ROUND OF THE 2012 PILOT OF THE YEAR NOW COMPLETED.

Sunday 12 November saw the 2012 Pilot of the Year finish with a bit of a whimper, there only being two starters on the day, and a couple of "catch ups" over the following week.

Results will be announced at the Presentation night this Saturday 24th November (you ARE coming, aren't you?)

### KATE'S NEW TOY

OFT Pilot Kate Porges has lashed out and bought a share in a Jabiru 230 based at Warnervale Airport on the Central Coast.

A pretty smart move, since Kate lives at Terrigal and works at Gosford Hospital, so she'll be able to duck up to YWVA after work and go for a fly along the beaches of the Central Coast.

For a test flight, one of the other owners took Kate for a scenic flight over Sydney Harbour - pretty cool, eh!



# FLYING WINNEBAGO VISITS ORANGE

ONE OF ONLY FIVE IN THE WORLD, THIS CANADIAN AIRCRAFT CERTAINLY LIVES UP TO IT'S NAME.

Pilot Louis and his wife reckoned Orange was far enough out of Bankstown to stop for the night and sleep off the jet lag, having arrived from Canada only that day.

The plane is an experimental category aircraft, designed & built by the makers of Avid Aircraft in the US, although I could find no reference on the internet.

The original prototype was a larger nine berth twin-engined aircraft, operated by a French crew all round the world. Apparently, their passion for "french fries" caused a fire which destroyed the plane!

Other variants of the aircraft include amphibious gear, and several are powered by a Pratt & Whitney PT6 turbine - very necessary when the aircraft are equipped with toilet, shower, bunks, tables and at



least one has a wood-burning stove for heating! Very much a "Flying Winnebago"!



The interior of the plane has an enormous amount of room - literally big enough to stand in the middle with arms outstretched and rotate without touching anything.

I guess this model is fairly spartan by comparison with it's sister ships. It has two seats with dual controls up front, a couple of bunks down the back and a folding table off the side wall. Most of the gear is stowed in bags & containers secured round the sides during flight. The side windows in the camper section even have flyscreens!

Orange Flight training offered their facilities for the night to the crew, and I believe they made good use of them. In return, I have a standing invitation to visit them in Montreal in Canada - but better brush up on my French first!

There's a good chance we'll see them again at the end of their Tour d'Oz.

## Grade One Instructor Martin Wookey has been running a BAK Conversion course for six of the Pilot Certificate holders who are, or are thinking of gaining their PPL.

This course involves filling in the gaps in the information required for the pilot Certificate, with the extra material required for the BAK component of the PPL, with the emphasis, of course, on GA type aeroplanes such as the Piper Warrior and the Cessna 152/172.

Those attending are Braden Riles, David Powell, Kyle Thomson, Meredith Schwilk, Peter Thomas and Nick deBere.

At this stage, there've been two full days of theory, with another day of revision and exam to go.

C'mon - get mowing. The grass will be all over the page soon!

