



OCTOBER 2012

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



HANDS ACROSS NSW BENEFITS CLUB



Phil & John accepting the \$5000 donation from Juan Antonio Alvarez Chairman of Hands Across NSW for their contribution to the MHAC. Left to right Juan, Hon Shelley Hancock MP Speaker of the NSW Lower House, JP, PR

THE PHILANTHROPIC ORGANISATION "HANDS ACROSS NSW" HAS AWARDED ORANGE AERO CLUB \$5000 TOWARDS THE MHAC

The group raises funds each year, mainly on the South Coast area, and distributes the funds in the form of a grant to worthy causes.

Our club applied for a grant this year, and was successful in being awarded the maximum amount of \$5000, specifically because of the Aero Medical Interchange facility incorporated within the Max Hazelton Aero Centre.

Club President Phil Robertson and Vice President John Pullen attended a presentation dinner recently where the grant was presented. John and Phil are the principal driving force behind the project.



CASA'S CURRENT ROUND OF SAFETY SEMINARS FINISHED ON WEDNESDAY 10 OCTOBER AT BATHURST, AND WE HELPED SWELL THE NUMBERS.

These seminars are conducted on a regular basis throughout the country. There are nine members on the team, and all have extensive experience in one or more facets of aviation.

Teraya Miller leads the part of the team visiting our area assisted by Kym, and Bathurst Aero Club hosts the seminars.

The principal topic this round was Human Factors in Aviation, treated by exploring the situations arising in a hypo-

thetical Charter Company with a variety of very real problems. This was followed by a brief overview of the information available on a number of key websites.

Members of the Bathurst Aero Club provided an excellent meal to finish the evening.

A very large crowd attended - about 85 people, including about 15 from Orange, most of whom travelled down & back in a bus provided by Orange Flight Training and Avis Orange.

- http://www.skybrary.aero/index.php/Portal:Safety_Behaviours_-_Guide_for_Pilots
- <http://www.atsb.gov.au/> • <http://www.abom.gov.au/>
- <http://www.airservicesaustralia.com/> • <http://www.casa.gov.au/>



ATC NIGHTMARE?

OR.. SATISFACTION AT A JOB WELL DONE!



This is one of a series of pics doing the rounds of the internet at the moment. It's titled "Striking Artistry of Multiple Takeoffs at Hannover Airport". This pic and others in the series can be found at:

http://izismile.com/2012/06/29/2012s_most_spine_tingling_photos_so_far_49_pics-37.html

You'll notice the guy in the Cessna couldn't handle the traffic, so he's doing a go round!



INAUGURAL AUSFLY HAILED A SUCCESS

THE BIG EVENT AT NARROMINE
WAS A SUCCESSFUL AMALGAMATION OF THE FLYING FRATER-
NITY - BUT WAS IT AS REPRESENTATIVE AS IT SHOULD HAVE BEEN?

Lots of people from Orange attended the Friday or the Saturday, or both, and the reports I've had back was that it was a well organised, well run event, with great flying displays and plenty of static displays to entertain and educate.



Apparently both David Powell and Stuart Porges fell in love with the Aerosport SportCruiser (webphoto - above), and lots of people commented on the sheer size of the Avenger (left) and the complexity of the folding wings.

Missing from the credits was RA-Aus - the organisation, not the membership. Does this mean there was no support from that quarter - perhaps because of a perceived "conflict" with Natfly?



OFT HAPPENINGS

Since the last newsletter, we've welcomed new student pilot **Quenten Jones**, glider pilot **Steve Kay**, and returning student **Nigel Vagg**.

Quenten lives in Orange with his family, and has businesses in Sydney. He's just started working on circuits, and feeling a bit overwhelmed at the moment!

Steve has an automotive business in Orange, and pilots gliders at both Piper's Field and Narromine. He reckons it'd be good to fly to Narromine to go gliding, rather than drive!

Nigel has a property at Ivanhoe, though he seems to work anywhere in the state or beyond! He started flying at Broken Hill, and did several hours with us earlier this year.



Recently qualified pilot **Vaughn Higgins** completed his passenger endorsement on the last day of term, before heading to UK & Europe with KWS school on a history excursion.



Angus (Gus) Tobin has commenced work as an Instructor, now that he's returned from Belgium where he's been cycle racing for the past 6 months.

He's the most highly qualified pilot on the instructing team, as he holds his Commercial Pilot Licence.

Welcome Gus. We hope the experience will be a rewarding one for you.



A RUMOUR SQUASHED..

NO, ITS NOT A SECOND COMING, OR EVEN A SECOND AIRLINE, BUT THE QANTASLINK Q400 VISIT DID START A FEW TONGUES WAGGING!



The Q400 at Orange Terminal (above) and the Flight Deck (below left).

Reasonably perhaps, the appearance of the shiny new Q400 (above) in front of the Orange Terminal early October had a few people asking if Qantas was going to set up competition with Rex.



Sadly, the answer is no. The aircraft was here on a charter flying a heap of miners in to spend a day at Newcrest, and a similar aircraft picked them up again in the afternoon. Or maybe it was a different group of people.

The plane is a de Havilland Canada Q400 and seems to be a development of the Dash 8 series. The captain, Lester, is a protege of Bob Nash - one of the pilots he employed when he started Airtex Aviation at Bankstown. Bob & Ken were fortunate to have a quick look inside before they departed, empty, for Sydney.

BRYAN'S SECRET REVEALED!

MILD-MANNERED ACCOUNTANT ON WEEKDAYS, SUPER INSTRUCTOR ON WEEKENDS! MEET THE REAL BRYAN CLEMENTS

Much-loved Senior Instructor with Orange Flight Training has been offered and has accepted a full-time job with Mark Byrne Accounting in Orange.

This is great news for Bryan, who is well advanced in his accountancy degree course with CSU. It's good news for OFT too, because he'll still be available to train on weekends, AND he'll be stuck in Orange for the foreseeable future.

He announced his news at the combined OFT and Aero Club BBQ last Friday, with a bit of arm twisting. John McKenzie's response was "Great! You'll be able to take over as club treasurer then!"

School & club members alike wish you every good fortune in your new career Bryan.



SOBERING THOUGHTS..

After the tragic crash on the October long weekend of Des Porter's Dragon Rapide with the loss of six lives, Laurie Chapman has contributed the following from his own extensive experience.

Very appropriate message that I may be able to reinforce. After obtaining my unrestricted PPL, I trained for night VMC. My instructor stated that at night when there is no town lights and no horizon, you may be in cloud. Whenever a cloud was near, he would direct me into it, practicing climbing turns, descending turns, and other disorientating manoeuvres. After obtaining my NVMC endorsement, my second night flight was from Adelaide to Orange, and I decided to track via Lake Cargelligo. For a bit over an hour, I had no horizon, no moon, no town lights, and no navigational aids. I was very thankful for the IFR training, and with dead reckoning we ended up only marginally off track at Lake Cargelligo. I have also been heading for a gap in the clouds, only to find the gap closes, and after a 180 degree turn, find the cloud had closed behind me. My Command Instrument training was expensive and required effort, but it has helped me a number of times. During the Aviation Medicine seminar at Richmond RAAF base, they played recordings of the death throws of VFR pilots, who believed they could handle IFR conditions. They all stated their instruments were failing, one after another, when, of course, they believed their instincts instead of their instruments.

An extension of this, is the "Saving Face" syndrome. When things are NOT going well, don't be afraid to call for help, and retreat to a safer alternative. If the approach doesn't look right, go around. Many Americans suffer this syndrome. In 2005, I was part of a group of 11 aircraft flying down the East coast of USA. The weather at our destination airport was bad with low heavy cloud and strong winds. Ten aircraft diverted to a clear airport, but one American decided he could handle the conditions. He was an experienced commercial, IFR pilot, and his wife (co pilot) was an experienced VFR pilot. After two failed ILS approaches, he lined up for the third, but crashed 1/2 mile before the airstrip, with all four killed (including a close friend of mine and his wife from Wagga Wagga). The official cause was "Pilot Disorientation". Egg on Face will wash off !!!

