



Summer  
2010



ORANGE FLIGHT TRAINING

# GOOD TURNOUT FOR 2010 PRESENTATION NIGHT

## ATTENDANCE AT THE CLUB PRESENTATION NIGHT AND XMAS PARTY TOPPED ALL EXPECTA- TIONS

The "Hangar Party" followed a similar format to the 2008 Presentation Night, but was this time held in the Orange Flight Training hangar, overflowing onto the apron and grassed areas outside.

Unfortunately, the extensions planned to have been completed by the night of the party hadn't even been commenced, but Allan Brown's adjacent hangar was put to good use.

Based on the 50 or so firm bookings we had taken at the beginning of the week, the organisers catered for 65. In fact there were around 80 attended on the night, plus a dozen or so little kids.

The "Grumpy Old Men" - Paul Jones, Ben Edwards, Ray Campbell & Allan Brown provided live music and Allan provided the sound and lighting systems and the recorded music in between the live music. Thanks guys, for a fantastic night.

Thanks also to the ladies who provided the salads and sides for dinner, and to President Phil, who spent most of the afternoon cooking meats.

A feature of the dinner was the "Master Dessert Chef" competition, which provided 10 or 12 magnificent desserts to round off the meal. All were delicious, but the winner of the trophy and dinner for two, by popular vote, was Helen Chapman. Congratulations Helen on your home made ice cream with berry sauce.

Pilot of the Year 2010 was jointly won by John McKenzie in the GA Division, and Angus Tobin in the Recreational Aircraft Division. John took out his award from John



*Part of the crowd at the 2010 Presentation Night.*

Pullen in second place, and Angus was closely followed by John Omrod in second place and Murray Evans in third.

Angus completed his "hat trick" by winning the PoY comp for the third year in succession, equalling Steve Ridgewell's record before him.

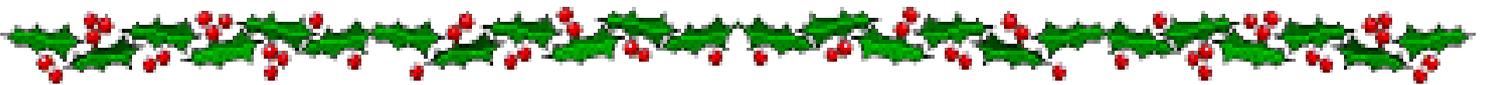
Congratulations to all those winners, and to everyone who competed, so helping to hone their skills and maintain currency.

Other achievements rewarded on the night were Pilot Certificates and trophies to Murray Evans, John Paoloni, Sam Cook, Mike Langham, Rohit Chitre, Jack Breen, Peter Thomas and Simon Coleman.

First Solo Certificates were presented to Paul Babbage and Stuart Cook, while Cross-Country Endorsement Certificates were presented to Murray Evans and Peter Davis.

Other certificates and trophies earned during the year by people not present on the night will be given to them during the coming weeks.





# Christmas Message from the President



As we draw to the close of 2010, I would like to reflect on what has happened within the Orange Aero Club.

The membership of the club had remained fairly static (around 50 odd) for the past few years however it is very pleasing to see that we have had a boost in numbers over the past few months to 67. We believe this is due in part from increased numbers of student pilots, locally based GA training, a renewal of interest in the club and the proposal to build a new facility at the airport. There has also been a lot more activity around the airport including helicopters and charter operations.

Congratulations to all the new pilots who received their awards at the Presentation Night, and to those who weren't able to attend. Also to the winners of the Pilot of the Year Competition, John McKenzie in the GA division and Angus Tobin, who completed his hat trick by taking out the Recreational division for the third successive year.

The new club building is a very exciting venture and we owe a great deal to the two Johns (Pullen & Omrod) for their tireless efforts to have the project to it's present stage, ie DA Approval and the site ready to begin construction. I would also like to thank Bruce Whiley for his co-operation during this process. Although we have a number of applications for funding in with the powers that be, we are yet to raise the necessary funding to start growing the building out of the ground. It is planned to begin marketing the project early in the new year

mainly targeting major Orange businesses and medical users.

The idea of incorporating a "medical patient interchange" and also to be able to provide airport meeting facilities will be a key factor in securing funding from various sources.

We still need to decide on a name for the facility which can be used to promote the venture and to attract sponsors. It may be appropriate to have an aviator's name involved, such as Max Hazelton.

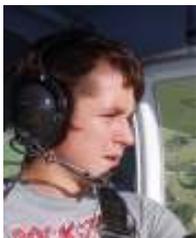
I feel it has been a good year for the club and look forward to an even better 2011.

On behalf of your committee may I wish you a very merry and safe Christmas and New Year.

*Phil Robertson*

## TRAINING ACHIEVEMENTS

Three new pilots have been helping to fill the skies around Orange in the last month or two - at least when its not raining or blowing a gale, and the ceiling's high enough...etc!



At 16 years, Jack Breen is one of our youngest pilots and a student at James Sheahan High School. He's very fortunate to have the support of his dad, Lawrie, who has just completed his cross country endorsement.

Rohit Chitre gained his Pilot Certificate early in

November, and is now working towards his passenger endorsement, so he can introduce other potential students to the joys of flying! Rohit is an engineer with Electrolux in Orange.



Peter Thomas was the last of the November graduates, just sneaking his final exam in on the morning of the Presentation Night! Peter is a "reverse commuter" - working as a project manager in Sydney & Melbourne, and coming to the farm at Orange when he can manage it.



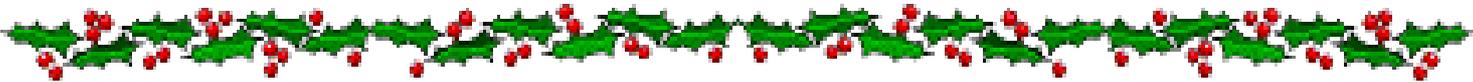
## NEW CLUB MEMBERS

Welcome to new aero club members Ben Wheeler, Paul Babbage and Kevin Jones. Ben and Kevin are flying with Thomas Aviation, but Ben is doing it in style, having bought his own Piper Archer. As well, Ben flies a microlite or trike - a weight shift aircraft. Paul is a Student Pilot with Orange Flight training, and has already gone solo - well on the way to his basic Pilot Certificate.

Perhaps you met and talked with these guys at the Presentation Night? Hopefully we'll see much more of them as they join in club activities wherever possible.

No photos at this stage, but we're working on it!





## RECENT EVENTS

**The Coonabarabran Fly-in** early in November was a good example of one of the core reasons for the existence of Aero Clubs.

Around 60 people turned up at the club for lunch, including maybe 25 people from surrounding clubs and flying schools. Orange had one of the biggest contingents, with Allan Brown and Pres Phil in the Jab 230, Peter & Narelle Davis in their Technam Eaglet, John McKenzie, Leonie Mazumdar and Sue Ridgewell in Warrior PZL and David Powell and Ken in one of the Jab 160s.

Coona airport is a beautiful little spot nestled on the slopes of the Warrumbungle Ranges, within sight of Siding Springs observatory, and several of the spectacular volcanic dykes and plugs that abound in the area. It sits on the flat top of a hill, (is that a mesa or a butte?) and the locals say its one of the few places in Australia where you can fly a circle around the aerodrome - below aerodrome level!

Our flights up were smooth as, with a headwind, taking about an hour and a half plus the scenic tour of the Warrumbungles, and the return trip with the tailwind only about an hour. A bit rougher, and had to dodge some rain cells, but uneventful.

As a result of this "success" we'll be arranging some more local fly-ins early in the new year - the first likely to be to Mudgee. We'll also try and return the favour by hosting a fly-in here, now that we've proved the viability of using the OFT hangar for functions.



**The Orange Historical Society** held one of a series of talks on 17th November, at the Gladstone Hotel. This one was entitled "Orange in the Air", and guest presenter Max Hazelton talked to around 80 interested people about the genesis of aviation in Orange and the Central West. Many members may not be aware that Max is the Patron of Orange Aero Club, and it was good to see this function well supported by Aero Club members. The 8 in the photo were about half of our contingent.

Max talked of the early years when he was trying to get his flying business started, the time when he crashed his Auster in the mountains on a flight back from Sydney, and eventually walked out several days later, and the many battles with beaurocracy along the way.

The business eventually grew into Hazelton Air Services, and of course is now Regional Express.

Thanks to Max, and also to the Orange Historical Society and their President Phil Stevenson, for making us aware and inviting club members along.



Coming up in March next year is the Cancer Council's annual fund raiser Relay for Life.

Orange Aero Club has entered a team for the third year now, and early in the new year we'll be looking to get a whole heap of members and friends walking around Waratahs Sports Ground for the full period from around 3:45pm Sat 19th March to 10 am Sunday 20th March.

Hang on! We don't expect anyone to walk the whole time! What we want to do is have some representatives walking throughout the whole period, so we'll be drawing up a roster and asking you to volunteer an hour or to for the cause.

Meantime, hop onto the website and register as a member of the Orange Aero Club team. To do this, go to the link

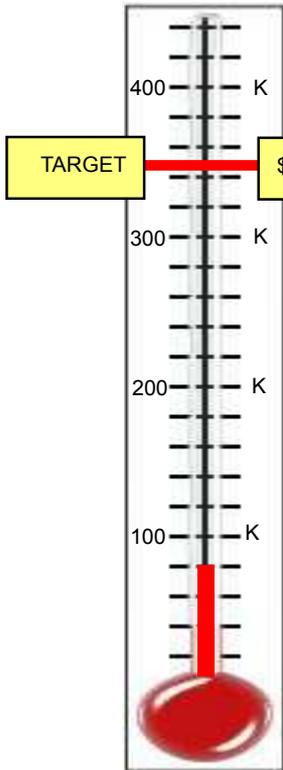
[http://relay.cancercouncil.com.au/2011/orange\\_2011/Orange-Aero-Club/](http://relay.cancercouncil.com.au/2011/orange_2011/Orange-Aero-Club/)

and click on the "Join Our Team" button.

The entry fee is \$15 for "Early Birds", and you'll also have the opportunity to further assist by making a credit card donation. Last year the club raised some \$1300 towards the overall



## GOOD NEWS WEEK



THIS PAST WEEK, HAS BEEN A HIGHLIGHT OF THE YEAR FOR THE ORANGE AIRPORT COMMUNITY, AND ORANGE AERO CLUB!

FIRSTLY, THE CLUB HAS JUST RECEIVED THE FANTASTIC NEWS THAT OUR GRANT APPLICATION HAS BEEN APPROVED, TO THE TUNE OF \$80,000!

WHAT A GREAT START TO THE FUND-RAISING DRIVE, SCHEDULED TO COMMENCE IN FEBRUARY NEXT YEAR.

WELL DONE TO ALL THOSE WHO HAVE PUT TOGETHER THE APPLICATION, AND TO RETIRING STATE MEMBER RUSSELL TURNER, WHO HAS GONE IN TO BAT FOR US WITH THE STATE GOVERNMENT

**THE OTHER BIG NEWS IS THE ARRIVAL OF THREE NEW AIRCRAFT TO ORANGE AERODROME.**



Club member Leonie Mazumdar took delivery on Monday of her de Havilland DH82 Tiger Moth. Leonie and Troy Thomas flew the plane up from Camden almost without incident. The only incident was when Troy stuck his head up into the slipstream and lost his headset! Fortunately, they stayed connected by the cable.

We understand that this plane will be available for Vintage Joy Flights, through Thomas Aviation.



A pretty rare sight in the skies anywhere in Australia is the Boeing Stearman, and its now going to grace the skies around Orange. Craig Conlon bought the Stearman from Perth, and its previous owner spent 3 days flying it across the Nullabor at 80 knots to deliver it - 30+hours!

This particular aircraft is in the colour scheme of the US Army. It's powered by a nine cylinder Lycoming Radial engine, which makes a beautiful sound.

The Stearman is a stablemate for Craig's Aerostar - for when he doesn't want to go places at 250 knots!

The other aircraft is a Cessna 210, imported from the US by Wade Mahlo. Its in a dis-assembled state, with wings and empennage still in crates at this stage.

In its present state, the colour scheme appears to be very similar to the late VH-FLE. We'll get a photo of this once its been assembled.

## NAV AND MET THEORY COURSE

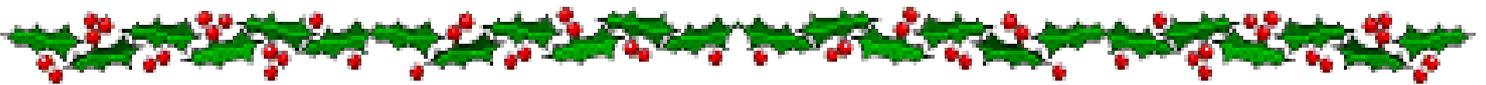
There's a bit of a flurry of RAA pilots who've gained their "Restricted" Pilot Certificate starting to work towards their cross country endorsement.

Bryan and Ken have decided that there's probably sufficient interest to run a theory course early next year. The course would probably be 5 or 6 weeks, one evening a week, and would cover all the flight planning aspects, including meteorology. It would finish with the Nav & Met Exam for the Cross Country Endorsement.

There will be a small cost involved, and some equipment to buy, but it will be offset by reduced flight planning time and cost when doing the flying component.

Please let Bryan or Ken know if you're interested.





## IF YOU THINK LEARNING TO FLY AN AEROPLANE IS TOUGH, TRY TAKING A FEW LESSONS IN A HELICOPTER!

The first thing you'll have to come to grips with is the depth & detail of the daily pre-flight inspection. "Kick the tyres and light the fire" certainly doesn't cut it with these infernal machines that have to be coaxed, kicking and screaming, into the sky.

The Operator's Handbook for the Robinson R22 lists 106 separate items to be checked before you light the fire, and some of those require a stepladder to check bits on the rotor head and rotors.

Starting up is no doddle either! Because the engine has no load on it at start up (the rotors are engaged by a clutch after starting) you have to make absolutely certain the throttle's fully closed, or the engine can self-destruct in seconds.

Carburettor heat? Not just a matter of listening for a drop in engine revs. The R22 is fitted with a CAT gauge – Carburettor Air Temperature – and you need to check for a specific increase in temperature.

Lift off is achieved by raising a control called a "collective" which increases the pitch of both rotor blades together, thereby increasing the thrust. (Remember now that the "propeller" is up top, so the thrust is up!)

Now I'm only a newby at this, so I haven't mastered anything yet! Suffice to say that the fuselage enclosing your precious self is now dangling below an imaginary disc, which can tilt in any direction at the whim of wind & weather, making the whole machine try to rush off – forward, sideways, backward... any direction.

The pilot has to control these wayward tendencies with microscopic movements of the "cyclic" control, and impose his or her own will on the machine to control its path over the ground. Of course, as Mr Newton discovered, the reaction to this rotating mass overhead is to try and rotate the fuse the other way, which is where the feet come in. The good ol' rudder pedals (or more properly "anti-torque" pedals which Piper & Cessna pilots don't use anyway) prevent the unwanted rotation, and control the direction that the helicopter points.



One of the characteristics of helicopters is an inherent delay between moving the control and something happening. And when it does, you need to have already begun to arrest the movement! Anticipation is the name of the game.

All pilots know that nothing happens in isolation in an aeroplane, and it's even more noticeable in a helicopter, especially hovering near the ground.

Turning left, for instance, robs power from the main rotor, so you have to raise the collective to prevent a descent, and vice versa.

After a grand total of 3.3 hours, I'm just beginning to see a glimmer of light at the end of a long tunnel. Maybe, just maybe I'll get to control this thing, but I have a great deal of respect for those who fly helicopters seemingly effortlessly.

Since writing the above, I'm now about 16 hours down the track, and can actually fly the thing, in good conditions and well away from other planes and buildings, anyway.

The last few lessons have been directed towards handling emergencies, and it's not very re-assuring to learn that when the noise stops, you have about 1.1 seconds to enter autorotation, or the rotor blades stall and can't be recovered. You die!

Despite all that, its a challenge that I'm enjoying.

*Ken Pidcock.*

## WILBUR WRIGHT'S WORDS OF WISDOM ON HELICOPTERS

Like all novices, we began with the helicopter (in childhood) but soon saw it had no future and dropped it. The helicopter does, with great labour, only what the balloon does without labour, and is no more fitted than the balloon for rapid horizontal flight. If its engine stops, it must fall with deathly violence, for it can neither float like a balloon nor glide like an aeroplane. The helicopter is much easier to design than an aeroplane, but it is worthless when done.

*Wilbur Wright - 15 January 1909*

