

Orange Aero Club



Newsletter - March/April 2000

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Two of the two hundred or so aircraft at Natfly 2000 at Narromine - A Murphy Rebel aerobatic biplane, and a scaled version of the Supermarine Spitfire

President's Message



The great autumn weather over the last few weeks has been terrific for flying, and a lot of club members have been doing just that.

Apart from individual efforts, Natfly 2000 at Narromine over Easter/Anzac Day was an outstanding success - there were over 200 aircraft in the lineup when I was there on the Saturday. Phil Martin took the Jabiru up, and Ken flew ARK up with Jim, Shay and James, while Jeremy and I travelled independently by road.

Although there weren't any organized displays as such, a lot of aircraft went through their paces before the crowd. As always, Nestor Slepcev's Storch amazed everyone with its low speed manoeuvrability and STOL performance.

Jabiru Aircraft had an impressive display of new aircraft on view, including the tailwheel version with the stretched fuse and 6-cyl engine pictured at right. Wade Air was there in force with the new Jabiru-engined Vision 600, the mobile shop and the Royal Enfield motorcycle which they are now importing. By all accounts, the Vision attracted a lot of attention and resulted in a couple of sales.

The weekend prior to Easter was Marti's Balloon Fiesta at Canowindra, and the sizeable aviation contingent visiting was well served by the excellent airstrip on Hamiltons Bluff Vineyard right on the edge of town and a short walk from the showground where it all happened.



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Big Boys' Toys

This month we have a slight departure from the usual form in this feature, in that our personality doesn't have a "toy" at this stage! However, in April ROY CREAN has held his pilot licence for 50 years. Story by Ken Pidcock.



Whenever I talk with someone who learnt to fly in the 50's or 60's, I feel envious and wish that I'd developed an interest in aviation at a much earlier age.

I always end up feeling that I've missed out on the really fun times in

recreational flying - when you could get away with all sorts of things that would get you grounded in these times...

I have the same feeling when I talk with Roy Crean - many times in the past, and again when we met to gather information for this article.

Roy must be the holder of about the oldest flying licence in the Orange area, 50 years in fact! His current licence is number 8328 (mine's 417402!), but Roy feels the original had a number in the 4000 series. He gained his private pilot licence on 26 April 1950, and is still flying now in his early 70's.

In those days, Orange's airstrip was located where Jack Brabham Park is now. The runway ran from the corner of Huntley and Forest Roads, diagonally across the area towards the Huntley Rd entrance to Bloomfield.

Roy recalls "We never learned to handle crosswinds then - we'd just land anywhere on the field straight into wind!"

The flying training was carried out by instructors from Newcastle Aero Club in Tiger Moths. The Newcastle club, before it became "Royal", provided instruction over a large tract of NSW for a number of different Aero Clubs, including Orange.

"We never learned to handle crosswinds then - we'd just land anywhere on the field straight into wind!"

Orange Aero Club at that time had a hanger and clubhouse on the Huntley Road side, about where the toilet block and soccer building are now. A severe storm and heavy snow in the winter of 1951 demolished both these buildings, severely damaging aircraft in the hanger. "I was overseas at the time", Roy recalls, "but I think that's what led to the winding up of the club".

Roy says he must have been born with flying interest in his blood. "I had my first ride in a plane when I was four - with Charles Kingsford Smith in Southern Cross. Smithy was travelling round the country doing joy flights, and he used a paddock not far from Brabham Park. I think my Dad probably couldn't afford two tickets, so I went on my own."

During his lifetime, as well as Tiger Moths, Roy has flown Avro Cadets, Chipmunks, Wackett and Ryan Trainers, as well as most of the Cessna and Piper single-engined aircraft which were current at the time.

He's had his share of close calls, too! Travelling back from a function at Forbes Aero Club at night, he caught up with a slower Warrior, and only realised it when the windscreen filled up with the Piper's tailplane! "The little white light on the tail was just about invisible against the starry sky."

Another time he was ferrying a Tiger back to Newcastle via Bankstown. Cloud had him land at Katoomba airstrip for a while till it (partially) cleared, and when he took off and popped out on top, he was within a couple of hundred metres of three Tigers from Royal Aero Club heading west!

Roy also has lots of navigation stories to tell, too, like the time when he was flying a Tiger to Tamworth with Tony O'Malley in the front seat, and had to land on a road beside a tennis court to get directions! "Another time we buzzed a railway station to read the sign and find out where we were."

"I had my first ride in a plane when I was four - with Charles Kingsford Smith in Southern Cross."

"I was pretty good friends with Carolyn Myer, and she asked me to take a young Japanese girl she had staying with her for a sight-seeing ride in the Tiger. I did, and at the end of the flight, being a perfect gentleman, I offered her a hand down."

"Well she jumped. She was a pretty big girl and she flattened me! We ended up under the aircraft in a big huddle on the ground! It took a while to live that down!"

In 1972 Roy bought a wrecked 1954 Auster VH-WED from Scone. He rebuilt it in a shed on Eddie Wilson's property at Forest Reefs, the nine month project taking him three years. It flew again in 1975, and Roy used it till he sold it to a group in Bathurst in 1977. The Cirrus motor was damaged and it spent the next couple of years in the open - not good for a fabric aircraft. It was subsequently refurbished and fitted with a Gypsy Major engine by Ross Moore, the Bathurst Airport groundsman.

Roy has many more stories to tell. Catch up with him sometime at the Aero Club and be prepared to be entertained!

If a man with no arms has a gun, is he armed?

Why is the man who invests all your money called a broker?

President's Message (continued from page 1)



Our Junior Members' training program is taking shape, and we'll shortly be contacting them to get their input into the program and make sure it suits their needs.

The refurbishment of ARK has taken some positive steps recently, with the buying of a full set of tinted windows to replace the existing ones. The front screen has a large crack, and

stress fractures in a number of spots, and the rear is very badly crazed.

Thanks to Phil Martin who sourced the windows overseas, and Wade Mahlo who is importing them, we should have them here in Orange by the time you read this. The plane will be going to Bathurst shortly for a detailed inspection for corrosion, an essential item before repainting.

Club member Phil Martin has come up with a fund-raising proposal which your committee will be examining closely at the next meeting - to raffle off a Vision 600! Properly handled, this one activity could wipe out our debt and get the refurbishments carried out on ARK in one fell swoop!

A couple of the activities planned for later in the year are a visit to Bankstown at the invitation of Schofields Flying Club including a flight along the coastal scenic route past Sydney (and maybe into the harbour!), and a flying visit and inspection tour of Iandra Castle near Young. Look for details of these events in your newsletters.

We now have 34 of our 50 financial members receiving this newsletter, fortnightly "eNews" and most of our reminder notices by email. They get quicker delivery and more colourful material, more of it, and it costs the club nothing! If you have email access (and check it regularly!) please consider giving the editor your email address. He'll even assist with software and using it!

Can You Assist?

Thanks to Phil & Margaret Bryon, the club has a very respectable video recorder & player, but unfortunately no TV set! If you happen to have a second colour TV lying around unused now that the kids have left home, maybe you'd consider donating it?

We also have a VHF air band radio to be installed in the club but need an aviation microphone to go with it. If you can help with either of these pieces of equipment, please contact Robert Alford on 63626068.

Someone with building expertise and tools is needed to close in the southern end of the space between the clubhouse roof and the toilet walls. At present, the water comes in and has caused some damage to the electrics, and it makes the toilet paper soggy! Please contact President Bob Nash on 63611011 if you are able to help.

In the Bathurst Aero Club Flying Competition for 1999, Charlie Camilleri came a very creditable second place behind John Bestwick Jnr, with Ross McLennan third.

Congratulations Charlie & Ross, Well Done!

New Members

AOPA Young Falcons Program

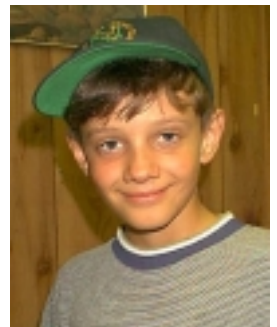
A working group of the club committee has met and formulated some ideas for a training program to put to the junior members. It will be modelled on the AOPA Falcons, but tailored to our members needs & wishes as far as possible.

The next step is to put these thoughts on paper in a suitable time frame, and then send out a copy to all our young members together with an invitation to meet with the "mentors" and develop the details of the program, and set dates for the first few activities. It is important that the junior members have plenty of input to the program.

Of course parents need to be supportive if the program is to be successful. Cost will be minimal, but flying components will need a contribution. More details in your mailbox soon guys!

Since the last newsletter, applications for membership have been approved for Curtis Bird, Joseph Evans, Naomi Nash, Dale Robertson and David Murray. All are student members in various high schools except for Curtis, who's in his last year in primary school. Unfortunately, the camera has only been able to catch up with Curtis (right top) and Joseph (right bottom).

A big welcome to all new members - we hope you'll have a long & happy association with the Orange Aero Club!



AT MY AGE?

Life begins at 40, so the saying goes! Judy Haaren's story might just have you believe that it can begin at any age - and maybe several times...

When one turns sixty years old, one expects that the "exciting" things in life are probably over and done with, however.....one never knows does one?



Ready for the long haul

I met my husband forty-six years ago in 1954 when we were both teenagers. He was an apprentice in the RAAF at Wagga Wagga and I was just a young girl who answered an ad in a Sydney newspaper for a pen friend. We commenced

One of the programmes was a CD with Australia-wide telephone numbers - you probably have one exactly the same. I looked up all my friends from way back, but I only wrote to one, and he answered it; to my surprise. You guessed it, it was the penfriend from my youth.

We started writing again, and over the next couple of years once again became good friends through letters.

I was still married, and thought he was too, however, he had been divorced for a few years but he hadn't thought to tell me that. Just as well!

After a short while I had learned from Dennis of his divorce but that didn't change anything between us at the time. Then my husband of forty-two years died.

The pen-friendship between Dennis and me grew rapidly, and finally, last October, Dennis and I were married, at age sixty-three and sixty-two respectively. We are very happy in our autumn years.

There were lots of things I had always wanted to do, but never regretted not doing them, as the opportunities had never presented themselves. That is until Dennis came along.

First there was a Glider flight, a really fabulous experience, and I thought that all my Christmases had come at once, but since our marriage there has also been a fly at the Orange Aero Club in the Wilga and then with young John Hazelton in his Citabria doing aerobatics, even more fabulous than the Glider.

Back in January we went out to the airfield to see the Temora group and their tandem jumps, it was spectacular. We were both excited to see the jumpers and Dennis asked me if I would like to do it. Silly question, don't you think? Of course I would, so he booked me in for the next trip the Skydivers were to make in Orange.

Well, that was set for the 18th March and I think Dennis

writing to each other.

After a few visits from him and some great times together when he could get leave, I decided that distance was getting in the way of a stable friendship, so we drifted apart, went our separate ways, married other people and had our respective families.

In 1997 I got my second computer, much bigger than the 64K that I had been playing with for fourteen years. The RAM and ROM were so great that I bought lots of programmes to get experience on computer work, for me the next step after having been a secretary and school teacher for just on twenty-five years.

Calendar of Club Events

Sun 7 May - Social Day and Navigation Competition. Pilots will need a navigator/observer so non-pilots should come along. BBQ lunch.

Wed 10 May - Committee meeting

Fri 12 May - Informal flying & BBQ at club from 4.30 pm. Weather permitting.

Fri 19 May - Informal flying & BBQ at club from 4.30 pm. Weather permitting.

Sun 21 May - Bathurst Flying Competition

Fri 26 May - Informal flying & BBQ at club from 4.30 pm. Weather permitting.

Fri 2 June - Informal flying & BBQ at club from 4.30 pm. Weather permitting.

Wed 7 June - Committee Meeting.

Fri 9 June - Informal flying & BBQ at club from 4.30 pm. Weather permitting.

Sun 11 June - Flying Competition & Social day. Ross will email/mail details to all members.

NOTE - Friday evening flying activities will be limited as not many pilots are available.

AT MY AGE? (continued)

was more excited about it than I was, if that is possible. We were lucky, the rain had persisted for days before the appointed jump date, but fortune smiled, and the 18th was beautiful. I was booked in as the second jump of the day at 2.30pm, so off we trotted in our trusty little car to the airfield to get me ready and suited up.

A young friend of mine had been on the first jump and her face glowed when we saw her, and we agreed this was a good sign. Nerves or apprehension had never entered my mind. OK call me stupid, but I don't have much fear in me, being a daredevil from childhood.

Well, up we went in the Cessna, and I saw the grin from ear to ear on Dennis' face as we took off. Four of us cramped into the seat-less back of the plane, me and Greg, my tandem partner, and Jan and her partner.

The flight up took about twenty-five minutes and we all got a wonderful look around the countryside, but excitement was building in me and, patience never being my companion, I was eager to leave the safety of the plane. Finally, for a very few seconds which seemed like hours, I was hanging outside the plane upside down looking at the ground below, only being held from falling by the straps which were hooked up to Greg and his strong grip on the plane.



Gudday Judy, I'm Greg. Trust me!

explain that eerie feeling, no matter how hard I try to put it into words. One would have to experience it themselves to know what I'm talking about.

It was an eerie feeling I can tell you. Facing the ground 10,000 feet below me, unable to see behind me or anything else other than the fields below, my life and future in Greg's firm grip.

I can't say I was scared because I wasn't, but I also can't

Then Greg let go of the plane, and the rush of air in free-fall almost knocked the wind out of me, but I only felt a slight tug, and the wonderful feeling of floating in mid-air. There was no feeling of falling.

Greg gave me the straps to guide the chute, and being the devil that I am, I did circles and turns left and right. All the way down I looked avidly for Dennis, and when he finally came into my line of sight I could see the ear-to-ear grin still on his face.

All too soon, after three and a half minutes of floating, Greg took over again, and we landed safely and softly back on the grass.

I'll probably never get to do another tandem jump, but that doesn't matter because I've done it now and the memories will never fade.

The three things in my life that I've always wanted to do were to fly in a glider, aerobatics in a plane and to jump out of an airplane, and now I've done it all.

If this description of my wonderful experience doesn't give you the urge to do what I did at age nearly sixty-three, then I honestly feel sorry because everyone should try it. Don't leave doing the most exciting thing in your life too long or you may not get another chance, and you really shouldn't miss this greatest of opportunities which is just waiting for you, so grab with both hands now.

Judy Haaren



Right down to the back of the bus please!

FIRST ROUND OF N.S.W. INTERCLUB COMPETITION FOR 2000

Orange Aero Club proved that a team effort, reasonable weather, and a positive outlook can make a real success out of a potentially daunting situation. 41 Competitors with a good group of instructors proved this on the Saturday March the 4th. The dinner was also a success with 75 attending the presentation at the Nashdale Hall. A big thank you to all those members who put in 110% effort to prove that we could do it. Also a big thank you to the wives that participated in the organisation and assistance on the day.

We had some excellent feed back after the event, especially from Schofield Aero Club from Bankstown. We

have a standing invitation to go there one weekend and fly Bankstown with their input. This is to be organised in the future.

No individual Orange member did very well in the prize arena however bear in mind that we were running the event so I think that gives margin for our individual performances. It bears thinking about however that everyone of our competitors blew the SPOT LANDING. Enough said, other than some members are already practising!!!

John Gordon at my urging competed for Bathurst as otherwise they would not have had a Competitor on the field. John scored 1st in the blind circuit. Unfortunately it

is not one of the prize winning events. Charlie Camilleri kindly was on hand for the day as a LAME if needed. Ian Burns Instructor from Bathurst made himself available for the day for which we are very grateful. David Bull came down to help clean up.

FLYING COMPETITIONS

Now that we seem to have a semi permanent set of spot landing markings for the time being, on the main runway, we can practise those elusive spots when ever we like. Although the markings are only liquid lime, they refuse to go away just yet.

In an overall sense at the last Comp. Sunday April 9th which was a series of 3 spot landings, most actually missed the main SPOT (we won't mention Phillip in the Jabiru side slipping at 50 ft will we.) It goes to show that to become an expert at placing an individual aircraft in a precise desired spot requires a lot more understanding of the aircraft than any of us have yet achieved. This is not to say that there are not credible performances, just some fine tuning to be worked on.

ARK is proving that to all who fly her in a Competition perspective. We can all jump in, crank her up and go for a pleasant and safe fly, but to fly her precisely takes just as much effort, as mastering the Jabiru or the Citabria.

RESULTS

- 1st. Phillip Martin (Jabiru)
- 2nd Charles Thompson
- 3rd Bob Nash

Korn Korner

There must be someone amongst our readers who can come up with a funny caption for the photograph below!

Send your entry to the editor, and the best will be published in the next newsletter.



Why are people who "need no introduction" always introduced?

Why is the word abbreviation so long?

What is the speed of dark?

Why don't sheep shrink when it rains?

How can there be self-help groups?

Why do you need a driver's license to buy liquor when

WAR BIRDS OVER WANAKA

Held over the Easter long weekend, in the middle of the South Island of New Zealand, at Lake Wanaka, a small town of 3000, which is close to the Cardrona ski fields. A beautiful part of the world. A contingent of Orange members and their wives made their way to NZ for holidays and the airshow. Ross & Coralie McLennan, John & Jenny Ellis, John & Kay Pierce, Gerald & Vandre Ingham, John & Jan Pullen were all seen to be in the Gold Pass stand area. Apart from the spectacular mountain scenery which surrounds the area, the sheer range of old restored world war II aircraft flown in battle configuration without let up, is a must for anyone interested in these types of aircraft. A unique display by 3 agricultural pilots in tubo Fletcher derivative aircraft which included loops and rolls at little above the ground was to be seen to be believed.

Some of the Aircraft flown were:

Hawker Hurricane; Spitfire; Mustangs

Catalina (Get John E., John P., & Gerald I., to tell of their flight with a water landing!)

Dakota; ME 108

Curtiss P 40 Kittyhawks

Russian Polykarpov 1-16 & 1-153

Massed helicopters

Yak 52 And Nanchang CJ6

Harvards; Edge 540

CT4 aerobatics

AIRFIELD MOCK ATTACK & AIR BATTLE FIGHTER FINALE

Loads of static displays and photo opportunities.

It all went off without incident apart from the weather which at times was marginal.

Sadly a spectator aircraft Cessna 206 with 6 on board crashed at Lindis Pass on the way home to Wellington. We saw the whole spectacle driving back, abt 1.5 hrs after the event. It left a very sad and hollow feeling. All were Killed. From the weather and the ceiling as I observed it, they should not have been attempting the trip into deteriorating conditions up a mountain pass with a low ceiling and ultimately inadequate room to turn back. A grim reminder once again.

Help!

Does anyone know where we can get a room air conditioner to replace the one which died before this summer? It would need to be suitable for a single phase 240 volt 15 amp electricity supply, and preferably fit in the hole in the northern wall. Oh, and preferably free!