



# Orange Aero Club

## Newsletter - May/June 2000

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*A recent fly-in to Iandra Castle was attended by 30 OAC members & friends in seven aircraft. Story page three.*



## NOTES FROM THE PRESIDENT

It's good to have an opportunity to say "Giddy" to all of you again, although it's a little disconcerting to realise that half the year has passed by!

A special welcome here to our new member Ian Bell, who has a wealth of experience and knowledge flying

many types of aircraft all over the world, and also to Peter and Chris Stevens, Darren Adams and Leah Martin. Darren and Leah are having lessons in the Jabiru, Instructor Phillip is still working on Peter, and his son Chris has joined the junior training program as a student member. It's great to have you with us, and we trust you'll be able to make yourself known to each of us at our next club day on 9th July.

Our club has had a good start to this year with several activities, but sadly, not much flying. The winter months have certainly curtailed both our inclination and ability to fly due to weather. I do encourage each of you to make some time to spend flying, to take your kids for a jolly one afternoon, or fly to Dubbo for a cuppa with your ladies. We do need to improve the utilisation of our aircraft to keep us financially buoyant.

The restoration work is continuing on ARK, and it now sports all new tinted windscreen and windows, and the interior is being refurbished. There are some items of trim that we are sourcing from

the US when available. The last job to do on this aircraft is to complete the corrosion treatment, and then give her a new paint job. ARK will then stand out as a very presentable aircraft.

I would like to especially acknowledge the long hours that have been donated by several of our members in the fitting out of our club aircraft. Those of you who have helped with this task and know who you are, the heartfelt thanks of the members are given to you for this unselfish contribution. I could perhaps use this opportunity to ask each of us to consider what we can do to help improve our aero club, rather than sitting back and asking what the aero club can do for us.

We recently enjoyed an excellent fly away to Iandra Castle, where we were given a free run of the place and welcomed by hosts David and Margaret. It's truly a wonderful Castle, as the article on page 3 will testify. I felt that this day epitomised the very essence of our club, and it was agreed that this type of activity should be a regular feature of our calendar.

To this end, we are planning a weekend at the Castle during the summer, where up to 30 guests can be accommodated overnight. The current thinking is to fly to another location for a sightseeing tour and lunch, then arrive at Iandra during the afternoon. Settle in to the accommodation – evening meal – then a professionally run

*Continued on page 2*

## Notes from the President

Continued from page 1

### Murder Mystery Night!

Just this last weekend, the first two days of the new tax system, seven members including three of our junior members, enjoyed a visit to Bankstown Airport at the invitation of Schofields Flying Club. Again, please refer to the separate report on this activity on page 5.

I'd like to remind everyone that all members of the aero club are welcome at committee meetings, and we'd be delighted to see you there, to get your views on how we can grow this club to the benefit of everyone.

## Bathurst Night Flying & Social

The night flying and socials run by Bathurst Aero Club are always great fun nights for everyone who goes along, and the ladies there provide a tremendous meal. The last one on 24 June was no exception, with great evening flying on a really dark night. Both BAC and CIY were working full time, as indeed were Star Air's instructors Craig and Ian, who didn't even get a feed till around 10 pm!

We had four pilots (all members of Bathurst as well as Orange) two of whom had their first flight in the new BAC. What a great pleasure to fly in a new aircraft!

Although you have to be a member of Bathurst to fly BAC, guests & friends are most welcome to go along to these nights for the dinner and the company. Cost is a very reasonable \$18, and as it's not a competition, there's often the opportunity to go for a back seat ride providing the pilot and instructor agree.

Thanks to all those responsible for this night - caterers, instructors and cleaner-uppers!

## We Gain a Pub & Lose a Gift Shop!

Congratulations to **Charles and Sue Thompson** of Wandrin' Wilga fame, who took over the Whistle Stop Tavern at Spring Hill on 20 June. The Spring Hill Pub, as it's more commonly known, is going to keep them pretty busy from here on, and no doubt Charles will feel the restriction on his flying activities.

Several members have visited for a meal or a quiet ale, and maybe the committee meetings will change venue on occasions! It was good news that Charles and Sue selected a pub so close to us, as they would have been sorely missed had they moved out of the district.

**Phil & Margaret Bryon** are also in line for congratulations for a slightly different business decision! Their decision to quit the Iris Patch in Orange City Centre in favour of a life of leisure (or full-time voluntary work for OAC) took effect on 23 June. They're planning to travel around a bit locally and overseas pending a decision on where they'll finally put their feet up!

Because of the travelling, Phil will be handing over the treasurer's role to John Ellis, who has been looking after fuel reconciliations. This position will no doubt be hotly contested at the AGM on 23 August!

Very best wishes from OAC members to both these couples in their future careers. (Yes, retirement's a career too, y'know!)

## Notes From the Committee

The OAC committee meets monthly to plan the activities of the club, attend to the many administrative matters and to keep tabs on the club's financial position. These meetings are open to all members, and we encourage your involvement.

One matter always of concern is the hire rate of the club aircraft. We've recently enjoyed a reduced rate of \$90 per hour to try and increase the usage, but this hasn't really happened. As a compromise, the rate has now been set at \$115 per hour for the first hour of each day for each hirer, with subsequent time by the same hirer on the same day set at \$100 per hour. Hopefully this will provide a realistic and reasonable return to the club.

One other matter is club membership. In the past two years, airport usage has increased markedly, the airport owner, Orange City Council, has been helpful and co-operative in developing the airport infrastructure, and there is productive dialog at the moment regarding hanger construction. Part of the reason for this increased interest and activity is the existence of Orange Aero Club.

Ideally, the club should be the hub of all recreational aviation activity for the Orange area, and to achieve this we need to present a strong front representative of all groups - GA, Ultralights, Gliders, Skydivers, Rotorwings etc.

Please extend the invitation to join to anyone who has any interest in any aspect of aviation, and as an added incentive, the \$40 joining fee has been waived for the three months of July, August and September.



**The Lawn Chair Man (true story)**

Larry Walters went to the local Army-Navy surplus store and purchased 45 weather balloons and several tanks of helium. He securely strapped the balloons to his sturdy lawn chair and anchored

the chair to the bumper of his jeep and inflated the balloons with the helium. Larry packed several sandwiches and a six-pack of Miller Lite and loaded his pellet gun figuring he could pop a few balloons when it was time to descend. Larry's plan was to lazily float up to a height of about 30 feet above his back yard and come back down in a few hours. Things didn't quite work out for Larry. When he cut the cord anchoring the lawn chair to his jeep he streaked into the LA sky as if shot from a cannon. He didn't level off at 30 feet but 16,000 feet. At that height he couldn't risk shooting any of the balloons. So he stayed, there, drifting cold and frightened for more than 14 hours when he found himself in the primary approach corridor of LAX. A Pan Am pilot first spotted Larry. He radioed the tower and described passing a guy in a lawn chair...with a gun! Radar confirmed the existence of an object floating 16,000 feet above the airport. LAX emergency procedures swung into full alert and a helicopter was dispatched to investigate. The offshore breeze began to flow and carried Larry out to sea. Right on Larry's heels was the rescue helicopter. The helicopter ascended to a position several hundred feet above Larry and lowered a rescue line. Larry snagged the line, with which he was hauled back to shore. As soon as Larry was hauled to earth, he was arrested by waiting members of the LAPD for violating LAX airspace.

<http://www.flightdata.com>

## landra Castle Fly-In



Aircraft preparing to depart from Orange Aerodrome. L to R - C172; Chipmunk; Drover; C206 (background); C172RG; C182; Wilga; Jabiru.



*The eastern facade of Iandra Castle*

### **I**t's always a bit of a risk planning a fly-in.

For starters, most pilots and their aircraft are VFR category, so the weather is pretty important.

We were fortunate in that the day chosen, Sunday 18 June, was just about perfect. Charlie brought the 9 seat Drover up from Bathurst the day before, just in case the morning fog hung around - he reckoned he'd rather be stuck in the fog at Orange with someone to talk to, than at Bathurst on his own!

There were a few "no shows", but 30 members and friends took the 30 to 50 minute flight in seven aircraft. As well as the Drover, we had Laurie's C206, John Slade's C182, Wade's 172RG and Citabria, John Ellis's Chipmunk and the syndicated Jabiru.

Iandra Castle is well serviced by cross strips and an aircraft parking area right at the gate. The Castle is a most impressive sight from the air, and the front page photo doesn't really do it justice. When you taxi up to the gate, the immensity of the main building becomes apparent. I guess it might not be as grand as many of the European and English castles, but it's a pretty rare sight in Australia!

Through the gate and across the front of the castle, the frontal view opens out as you step back through the garden to get the photograph below...nope, further still. Can't get it all in yet!



*The front view of Iandra Castle showing the irregular tower structure. Should have the flag flying though!*

We were fortunate to be allowed to basically wander where we liked, and were also permitted to climb up to the tower - almost as good a view as flying in!

The Castle served as a home for boys run by the Methodist Church for many years, so the original splendour was tarnished a bit, to say the least. The current owner, David Morris, is gradually restoring it to its former glory, and the timber panelling in the foyer and dining rooms, and the staircase is truly magnificent. So too are the leadlight windows and sections of stained glass. Again, the photo below doesn't do the workmanship justice, but it provides some idea for those who weren't able to join us.



*The magnificent staircase, panelling and stained glass...*

Unbeknown to most of us, Orange Aero Club has a very strong link to Iandra Castle through President Bob! Bob's father was one of the group responsible for the purchase of the homestead and surrounding gardens, plus 800 acres of adjoining farmland by the Methodist Church in 1956. Bob and family moved to Young while his father managed the farming activities for many years, and Bob spent a lot of time there as a youngster.

A booklet entitled "The Iandra Story", written by an uncle of Bob, has been scanned and supplemented by photographs from our trip, and it is hoped to make this available to members in PDF format. There's just a little more work to be done on it...

### *WHERE'S CROCODILE DUNDEE WHEN YOU NEED HIM?*

*Nobody ever said a crocodile is discriminating in its love life — after all, they mate with other crocodiles.*

*But one amorous croc sunk a seaplane moored in Princess Charlotte Bay, Australia, last weekend when it tried to mount one of the floats. The stunned crew watched from shore as the 10-foot crocodile got carried away and the seaplane tipped over and sank.*

## TROPICAL JOLLIES

*Julian Yates*

A few weeks prior to Easter this year, Wendy & I (along with our two little girls Rhiannon & Sarah) were in Darwin for a few days staying with friends. As I have always been interested in flying from new locations, I made contact with the Darwin Aero Club to see if I could hire an aircraft for a scenic flight. No problem was the reply, all I needed was to do a check ride and we'd be away.

On the day of the check ride, we presented ourselves to the Club's instructor (Mathew) and piled into the 160 hp Warrior. Mathew explained some of the peculiarities of Darwin (not all in ERSA), such as the passing bay where one does run-ups, but don't tell the Tower you're doing a run up, just ask for a clearance to it (they'll understand), and so on. The check flight went without drama, although doing circuits at a primary control zone is always novel, particularly with departing RAAF 707s and a very Russian sounding aircraft taxiing for Dili.

The next day was the one chosen for our scenic flight. I had intended to get out to Kakadu, but the weather gods and the distance made this impractical. Although we were flying in the morning (the best time in the tropics), it was a very long wet season this year and on that day even in the morning the cumulus cloud was building. We decided, therefore, to take a shorter run out to Litchfield National Park, which is about 40 nm south south west of Darwin. To add interest, our outbound track would be via Batchelor, a former WWII strip that is still in use.

Things became interesting as we taxied out to the duty runway. As is the case in the tropics, one of the many smaller cumulus clouds grew rapidly into a large Cu and dumped massive quantities of rain. It struck just as we were cleared onto the runway and despite the take off clearance, I decided that with visibility approaching 100 feet that holding was a better option (of note was the absence of any wind). After a few minutes of very non-VFR conditions, the Tower suggested we taxi forward to the runway intersection to try the other runway. When we reached the intersection, we passed out of the shower (like going through a curtain) and into good VFR. After take off we could see that the shower was very intense and



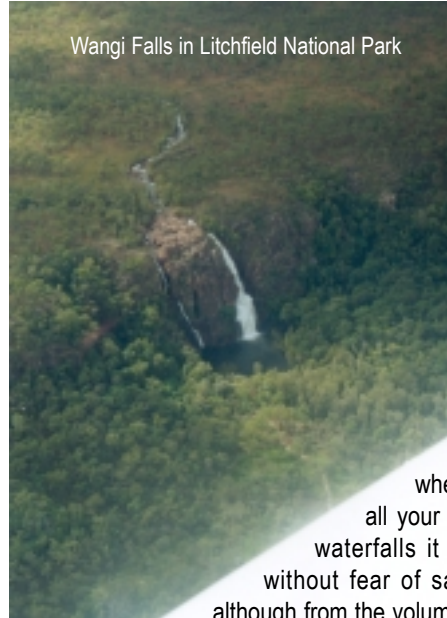
*Darwin harbour and the city as we head south to Batchelor*

highly defined – you were in it or out of it.

The relatively low general cloud base prevented climb above around 2 500, so we cruised south over very wet and green countryside to Batchelor. One of the most immediately striking things, especially for Orange residents, is the absence of significant hills – it is uniformly flat until the still low ranges of Litchfield National Park, just west of Batchelor. Enroute to Batchelor, our track took us over

Darwin River Dam, past Rum Jungle then overhead the small town and sizable airstrip at Batchelor. Curiously, another airstrip, Gould, is located a couple of miles south of Batchelor, although we could see no reason why Gould, as another old WWII strip, should still be serviceable (which it appeared to be).

We then went on an aerial tour of Litchfield National Park, checking out the many waterfalls and cruising along its western escarpment.



*Wangi Falls in Litchfield National Park*

Litchfield is rightly considered one of the major tourist attractions in the Darwin area. Easily reached on sealed roads, it presents wildness country with dramatic gorges, waterfalls and some good walking trails. The walking trails range from those suited to wheelchairs to overnight walks

where you have to carry all your gear. At some of the waterfalls it is possible to swim without fear of salt-water crocodiles, although from the volume of water going over the falls that we could see, any swimmers would have had to be bold indeed.

Leaving Litchfield, we tracked north towards the VFR approach point at Bynoe Harbour. The map noted that many surface features could be hard to recognise during the wet season. On the track we followed, the advice was certainly correct! We had to descend to 1 500' to remain VFR and, although the visibility was great, several heavy showers were obscuring the few significant landmarks that we expected to be able to see. I was mostly concerned about blundering into a small restricted area near our inbound route that was active. In the end, my concerns came to nought as we were able to get a fix on the Finiss River that showed us to be on track. From there, we were able to slide past another big shower to reach Bynoe Harbour, obtain our entry clearance and track in for a nice straight in approach to 36 at Darwin.

Overall, a very pleasant way to spend a morning. I can highly recommend it and the hospitality of the Darwin Aero Club next time you are in Darwin.



*Kirsteen (one of our Darwin friends) with Sarah & Rhiannon over Batchelor with the Gould airstrip in view*

## Schoies Visit

Ken Pidcock

After a week of miserable weather, we didn't hold much hope of getting through to Bankstown on Saturday 1 July for the planned interclub visit with Schofields Flying Club. However, we decided to rely on the forecast, and Ken set off with junior members Shay and Curtis in ARK for Bathurst, where Ross was leaving his car for the return trip. (Ark was to finish in Bathurst for a periodic service.) Wade, Bob and Naomi followed later in FLE.

Both pilots reported an uneventful trip to Bankstown, and despite building cloud, there was no problem getting through. To us bushies, Bankstown seemed fairly busy, although the tower people later told us that it was unusually quiet... Even so, ARK copped a go-around because a departing aircraft was a little slow lining up!

As an indication of the strength of the wind, would you believe that a chain wire fence alongside a dirt taxiway was actually blown over onto ARK, causing some minor damage to the right wing tip, and only the incredible skill of the pilot managed to avoid the aircraft falling into a drainage channel! Unfortunately, we were unable to get any photographs before embarrassed airport staff re-erected the fence!\*

*\*Editor's Note: This story has been independently verified and found to be the absolute truth!*

FLE arrived as we were tying ARK down, and the seven of us were made very welcome by the members of Schoies during the afternoon and next day.

Due to the not very pleasant flying conditions, we elected to spend the afternoon on the ground, and this included a visit to the tower, where the staff were very helpful in explaining airport and tower operations. Wade, in particular found the visit most informative, and declared he could now chuck out all those out of date maps and ERSAs weighing down the back of FLE!

Bob took us on a visit to Airtex's facility, and we were able to have a look through some of their fleet, including an Aerostar and a Bandierante. It was a nostalgic trip for Bob, who started Airtex with a partner some years ago, and I suspect he still misses the business of flying...



Dot during her roster as "Bankstown Ground" in the Bankstown Control Tower

Schoies club treated us to a fine barbecue dinner on Saturday night - there must have been fifty people there! After dinner, I left Bob, Ross and Naomi, who were staying at a local hotel, and took Shay and Curtis to my daughter's place in Randwick for the night. If government wants to relocate regional airlines to Bankstown, they've got a lot of work on transport infrastructure between there & the city to upgrade!

The weather on Sunday was probably worse than Saturday, and on the advice of the local instructors, we decided to abandon our proposed trip along the lane of entry and northern beaches, and head for home in deteriorating weather conditions. We fitted in a visit to the Australian Aviation Museum which is in the early stages of construction, before heading west around midday. FLE got away first, and were able to get on top of the cloud at 7,500 ft. By the time Ross got ARK over the mountains, we were just able to stay under the control steps and circle up above cloud at 7,500 ft, then climbing to 8,500 ft at Katoomba to stay clear. A solitary hole about 10 NM before Bathurst allowed us to descend under cloud for the final approach into Bathurst.

A great weekend, despite the less than perfect weather, and our thanks to our hosts, Schofields Flying Club.

## Welcome to New Members

**Ian Bell** spends a good part of his summer sitting in a fire tower on the slopes of Canobolas, but before that, he flew many types of aircraft in different jobs all over the world! All this experience and knowledge he brought to Orange Aero Club when he was admitted as a member at the June committee meeting. I'm sure Ian will be good for an article or two for the newsletter in the future!

**Peter Stevens** is a teacher at Kinross, and doesn't fly...yet! Phil Martin hopes to enroll him as a student, and since he wasn't scared off when I took him for a fly in the Jabiru, maybe there's a possibility! Peter's son **Chris** has also joined the ranks of the Junior members, bringing numbers to 11. He's already been subjected to a flight theory lesson, and at almost 15, he's ready to start lessons!

**Leah Martin** has commenced flying lessons with her dad Phil in the Jabiru, and has joined the club as Junior member No. 12. (This makes three individual members in the Martin family.) Leah is a student at Kinross Wolaroi School.

**Darren Adams** travels all the way from Blackheath for his Jabiru flying lessons, even when the cloud's 200 ft above the strip! The RTA provides him with flying funds by employing him as an Inspector, and along with Peter, Chris & Leah, Darren was admitted at the July committee meeting.

A sincere welcome to all these new members, and we hope you'll join with your families in as many club activities as possible.

## If Microsoft Built Cars...

1. Every time they repainted the lines on the road, you'd have to buy a new car.
2. Occasionally, your car would die on the freeway for no reason, and you'd have to restart it. For some strange reason, you'd just accept this and drive on.
3. Occasionally, executing a maneuver would cause your car to stop, fail to restart, and you'd have to reinstall the engine. For some strange reason, you'd just accept this too.
4. If you were involved in a crash, you would have no idea what happened.
5. Someone else - say, a company called Macintosh - would make a car that was powered by the sun, was twice as fast, and twice as easy to drive. But, it would only run on one road in twenty.
6. The Macintosh car owners would get expensive Microsoft upgrades to their cars which would make their cars run much slower.
7. The oil, engine, petrol, and alternator warning lights would be replaced by a single "ERROR" warning light.
8. New seats would require everyone to have the same size backside.
9. You could only have one person in the car at a time, unless you bought a "Car95" or a "CarNT." But, then you'd have to buy more seats.
10. The airbag system would say, "Are you sure?" before going off.

Wade Mahlo of Wade Air is offering Aero Club members a share in the Citabria VH-CIW.

The offer is for 10 shares at \$4,000 each, the owners then paying \$45 per hour for hire of the aircraft. This should cover fuel and maintenance.

Hangarage & insurance would be 10% of total charge each regardless of the usage.

Contact Wade on 63655111 for details, or to check out the aircraft.

# *Learn to Fly in Your Own Aircraft!*



Tickets are now available in Orange Aero Club's Art Union with the fantastic AUF registered Vision 600 Ultralight Aircraft and up to 25 hours flight training to get you airborne!

Second prize is a brand new Royal Enfield Bullet motor cycle - the timeless classic.

Tickets are limited to 6000 at \$25 each, and the prizes will be drawn at AUF's *Naffly 2001* at 3.00 pm on Easter Saturday at Narromine Aerodrome.

The Vision 600N (N for nosewheel) is UK designed and built here in Orange by Vision Aircraft, and the prize aircraft is valued at \$34,500. It's powered by the All Australian, 80 HP, 2.2 litre 4 cylinder 4 stroke

Jabiru aircraft engine manufactured in Bundaberg Queensland. This engine has set new standards for ultralight aircraft in terms of reliability, performance and longevity in light aircraft worldwide.

Phillip Martin of Orange Ultralight Centre is providing the new owner with up to 25 hours instructor time on the aircraft in Orange, which could be enough to allow a non-flyer to gain his AUF licence. The value of the full training package is \$1,000.

The Royal Enfield Bullet 500 cc Motorcycle has been manufactured in India continuously since the Brits re-established there in 1958. It's imported, sold & serviced in Australia by Wade Air, and valued at \$5,900.

### TOTAL PRIZE VALUE - \$41,400

The easiest way to get your tickets is to copy & fill out the attached Application Form, include your credit card details and fax it to the club's Special Ticket Fax number - **02 6365 4399**. Your tickets will be mailed to you within 3 weeks. Please note that you must be at least 18 years old to buy tickets in an Art Union.

## ORANGE AERO CLUB ART UNION 2000

Permit No. AU203/00/0227 issued under the provisions of the Lotteries and Art Unions Act 1901

To: The Art Union Promoter  
Orange Aero Club Inc  
PO Box E500  
Orange East. NSW 2800

Please send \_\_\_\_\_ tickets at \$25 each to:

Name \_\_\_\_\_ Address \_\_\_\_\_ Town/City \_\_\_\_\_ State \_\_\_\_\_ Postcode \_\_\_\_\_

Phone: \_\_\_\_\_ Fax: \_\_\_\_\_ Email: \_\_\_\_\_

Enclosed is my check/money order made out to OAC Art Union 2000 for the total amount of \$ \_\_\_\_\_

**OR**

Please debit my credit card for the total amount of \$ \_\_\_\_\_

Circle Card Type:  BANKCARD  MASTERCARD  VISA No. \_\_\_\_\_ EXPIRY DATE \_\_\_ / \_\_\_

Name on Card \_\_\_\_\_ Signature \_\_\_\_\_

*Ticket Hotline*

**Fax: 02 6365 4399**

**Phone: 02 6365 4270**

## Club Calendar to End September. Check for updates regularly!

<p><b>July</b></p> <p>Fri 14 Informal flying &amp; BBQ at Aeroclub around 2.30 pm</p> <p>Sun. 16 Flying and social day</p> <p>Sun. 23 Bathurst Flying Comp.</p> <p>Fri 28 Informal flying &amp; BBQ at Aeroclub around 4.30 pm</p> <p><b>August</b></p> <p>Fri 4-Sat 5 Maroochy Club's Navex 2000. Dubbo to Maroochy</p> <p>Wed. 9 Committee Meeting</p> <p>Fri 11 Informal flying &amp; BBQ at Aeroclub around 4.30 pm</p> <p>Sun. 13 Bathurst Flying Comp.</p> <p>Fri 18 Informal flying &amp; BBQ at Aeroclub around 4.30 pm</p>	<p>Sun. 20 Orange Flying Comp./Social day</p> <p>Wed. 23 Annual General Meeting. Details to be advised</p> <p>Fri 25 Informal flying &amp; BBQ at Aeroclub around 4.30 pm</p> <p><b>September</b></p> <p>Fri 1 Informal flying &amp; BBQ at Aeroclub around 4.30 pm</p> <p>Sat. 2 Bathurst Night Flying/Social</p> <p>Fri 8 Informal flying &amp; BBQ at Aeroclub around 4.30 pm</p> <p>Sun. 10 Orange Flying Comp. Interclub Format</p> <p>Wed. 13 Committee Meeting</p> <p>Fri 15 Informal flying &amp; BBQ at Aeroclub around 4.30 pm</p> <p>Fri 22 Informal flying &amp; BBQ at Aeroclub around 4.30 pm</p>	
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