
Orange Aero Club



Newsletter - April 1999



President's Report

Welcome to this April Newsletter, and the end of the first year of the Orange Aero Club.

It certainly has been a busy year, and as a club we have achieved a lot. However I believe that this year will be the most critical for us. It will be very important that all of us work together, to find ways to improve the method of doing things in our club, and for each of us to participate in the activities provided by our club.

I would like to take this opportunity to express my sincere thanks for the very hard work that all of the members of the committee have put in this past year. Each of your committee members has given a lot of time and effort to ensure the success of our first year. I would also at this point like to welcome

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[Ken Pidcock](#)

two new members of our committee, in the persons of Phil Bryon and John Ellis. These two new committee members have jointly taken on the fiscal responsibility of our club, and for that we are all very grateful. Thank you very much to Adam Thomas, who played a significant role during his time as treasurer, and has left a legacy of sound accounting practices for us to continue with.

We have currently in place a roster for weekends at the Aero Club, and it is very pleasing to see that most of our members have been able to work to this roster. Activities on the weekends have continued to improve, and some of our members have experienced very busy times. Please take the time to check when you have been rostered on, and if you are unable to be there at that time, contact the committee member nominated, and make another arrangement.

It is very important that we keep accurate records for re-fuelling when we are there, and ensure that each sale is paid for and correctly noted.

Our competition days have been well attended, but there also many of our members who have not yet found the time to come and join in. I would like to encourage all of our members to set aside the weekend of 5 & 6 June 1999. We are in the midst of planning this weekend now, and the separate article will let you know where we're up to at this stage. Sunday, particularly, will be an eventful day. A reminder that we need to pay for the flying on the day, rather than have the treasurers chase us up!

Daniel has recently commenced instruction for the Private Pilot Licence and will shortly be commencing instruction for the Instrument Rating course. If anyone has a desire to complete aviation theory, then please let Daniel know, and he will work towards making that course available to you.

One of our members, John Slade, has bought himself an excellent Cessna 182, and his Cessna 172, VH-FYL, has been sold to his son Tony. Tony expects to commence flying training in May, and negotiations are currently under way to have this excellent Cessna 172 available to club members at a special rate. This would give us an excellent travel aircraft, equipped for Night VMC. It would also open the door for us to have regular night flying



sessions to keep us all current, as per the requirements.

John Ellis has successfully negotiated for us a visit to Qantas Jet Base and a Qantas Simulator, with good prospects of an opportunity to fly the sim! More details in John's article.

Some of our members are planning to contest the NSW Aero Clubs comps this year, but unfortunately the first round at Scone was "weathered out". In case you missed the news, the first round of this competition in the year 2000 is to be held here in orange!

Five of our members participated in the night flying at Bathurst Aero Club on 24 April - an excellent night for flying, with a great facility and meal provided by the Bathurst club. There was more talk on that night of joint activities between our two clubs, and we've also had discussions with Forbes, Parkes, Cowra and Dubbo clubs with a view to joint activities.

To reiterate - this is your club, and I invite you to note club activities early in your diaries. Provide your committee with some of your expertise and ideas, and help the club to strive to continue it's positive growth.

Bob Nash

Heard These?

While working as a volunteer at our local Boy Scout Council office, one of the professional staff — who was wearing street clothes instead of her usual uniform — was talking about the International Phonetic Alphabet. She said that she had learned it some years ago and proceeded to recite it. "Alpha, Bravo, Charlie, Delta..." But, when she got to the letter "U," she stumbled and asked for help.

I offered a hint: "What aren't you wearing today?"

"Underwear?" she replied.

Ground: "12 Alpha, turn right on Hotel, taxi to parking. Bear left, disabled aircraft on the right."

12 Alpha: "Roger, I have the disabled aircraft in sight, looking for the bear."

Flying Competitions

This remains the most regular source of monthly income, so keep up your support. Whilst an average of 9 people are doing the majority of flying, it would be good to see some new faces.

Since Anthony Coward has left Orange Aviation, we have had the good services of club member Daniel de Vries, who is a Grade III flying instructor, acting as air judge for the monthly competitions.



In order to increase members' proficiency, we have concentrated on the full inter-club format of competitions which includes:

A blind circuit with instruments covered.
A 500 foot circuit including a spot landing.
A somewhat complex instrument climb, ending in a forced landing sequence.

We also ran a spot landing competition, which proved to be very well accepted and a lot of fun for those participating.

Whilst not officially competing, I appear to have gotten into the act somewhere. I think some want to know how well I could actually score!

Scone, the first NSW Inter-club Competition, was not a goer from our end, due to bad weather. Ken Pidcock, Daniel de Vries, Bob Nash and myself were to fly in various aircraft to compete, but the weather beat us. We look forward to Forbes, which should be easier to access.

I recently did a cross country in ARK to Mudgee, Dubbo and return, and found the aircraft easy to fly, no vices and Flight Planned a TAS of 95 kts. with a fuel consumption of 32 ltr/hr. Actual consumption 29 ltr/hr. Two persons on board.

Ross McLennan

If you're reading the black & white printed version of this newsletter, and would like to receive it by email in glorious colour, you'll need to download "Adobe Acrobat Reader" from the 'net, or I can send you a copy.

Email me:
pidcock@netwit.net.au

Competition Results

21/2/99 1st Phil Martin
2nd John Gordon
3rd Ken Pidcock
14/3/99 1st Ken Pidcock
2nd Ross McLennan
3rd Robert Alford
4th Bob Nash

Flying Training

Flying training is progressing well with student numbers steadily increasing.

Training is being conducted in VH-ARK out of both Parkes and Forbes airports. This system seems to be working well with students gaining valuable experience operating out of "unfamiliar" aerodromes, and gaining en-route exposure giving them an overall view of the aviation environment in which they operate.

Member Phil Bryon is progressing well through his navigation training and looks to be finishing the licence shortly.

Theory training enthusiasm is strong, with eight students tackling the PPL Theory and seven about to begin IREX Theory. A CPL theory class has begun also for those wishing to attempt this licence.

For information regarding flying or theory training contact Daniel de Vries on 6362 3781 or 0407 481163.

Daniel de Vries

AusSar Search and Rescue Training

Due to lack of funds from AusSar, the Australia Aerial Patrol (AAP) will not be conducting the planned training during April 1999.

AAP has suggested some other means of finding the funds to cover the cost of training. If this is successful, then the training will be conducted at a later date this year.

We will keep you informed on the progress of the project.

Visit To The Qantas Jet Base - Mascot

Preliminary arrangements have been made for a visit to the Qantas Jet Base on Saturday 29 May. The visit will include an inspection of a B747 Simulator, Emergency Procedures Trainer, and if one is in the hanger, a B747 aircraft.

The trip to Sydney will be by mini bus, overnight stay and return Sunday. Costs have not yet been finalised. Numbers will be limited to Aero Club members only. Interested members should contact John Ellis on 6365 4250.

Refuelling Aircraft (Aero Club & Visitors)

To assist with accurate records and charging, please complete the aircraft refuelling form located in the club room. Also place the fuel pump receipt in this refuelling book. It is important that no fuel be sold on account to visiting aircraft - cash, cheque or credit cards are acceptable. Credit card forms and swipe imprinter are in the top drawer under the phone. If oil is sold, please record in it the oil book.

Aircraft Hire

If payment is not made on the day of flying, please forward your cheque as soon as possible, with the invoice number written on the back, to the Aero Club, PO Box E500, Orange 2800.

Weekend Roster

Please check the list to see when you are rostered to man the Orange Aero Club rooms at the airport. Your support in this project will be of value to the Aero Club and Orange, as we welcome visitors to our city and district.

If you cannot make the date and time on the list, would you please ring the committee person shown so as to arrange for a replacement for your duty time.

Some of these duties include:

- Welcoming visiting pilots and crew
- Refuelling local and visiting aircraft
- Cleaning of the club rooms
- Just talking to other members and visitors at the club rooms
- Reading a good book
- Filing all those aviation updates in your operation data
- Finding a quiet place to relax

Come and be an active member of the aero club. Your support will be appreciated and will make a world of difference to the Aero Club activities.

C172 VH-ARK

Please note, the new engine overhaul system now requires an accurate log of oil consumption. Therefore, on the club aircraft, any oil added must be noted on the maintenance release along with the progressive number of landings and fuel.

Fun & Flying Weekend - 5 & 6 June 1999

Make sure you don't miss this great weekend of flying & social activity. Other Central West Aero Clubs from Bathurst, Cowra, Parkes, Forbes and Dubbo have been invited to join with us.

Steve Curtis of Curtis Aviation at Camden will be here with the delightful Citabria to conduct basic aerobatic training and tailwheel endorsements on both days, and Millicer Aircraft industries will be bring along the new Airtourer 160 for flights and display.



Two special attractions on Sunday - Charlie Camilleri will be bringing the Tiger Moth PUI from Bathurst Vintage Joyflights, and Barry Hanchard from Narromine will be doing training and conversions in the ultralight Jabiru. There will be several other aircraft, both VH registered and ultralights, including Wade Mahlo's Vision 600 and John Ellis's DHC Chipmunk.



A great fun day for all the family, neighbours, kids, air cadets and anyone with any interest in flying or aircraft. *Bring ya money with you!* This flying's as affordable as it gets!

Bookings for Steve and Barry should be made with Ross on 6365 1126 (AH)