



Orange Aero Club

Newsletter - July/August 2000

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Activities

Robert Alford

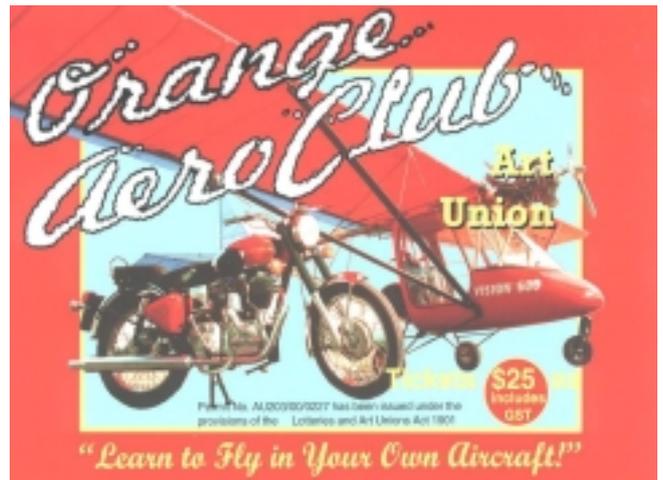
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This flyer should be looking pretty familiar to everyone by now!

The Art Union has been launched, and the first magazine ads should be reaching their readers (and our prospective customers!) about the same time as you read this.

Details of the prizes, the conditions and an application form for tickets can be found on page six. Please photocopy the application form and fax with your card details or mail it with your cheque....



PRESIDENT'S REPORT TO THE AGM



It is hard to believe, that another year has come around, as it only seems a short time ago, that we were at our last Annual General Meeting.

Our Aero Club has enjoyed another good year, although better utilisation of our Aircraft would have eased our fiscal needs. Netherless, we have managed to achieve quite a few milestones, and I believe have

built a very solid base, for your new committee to launch onto for this coming 12 months.

We have seen our membership grow, again this year, and it is has been especially pleasing, to welcome so many new younger members into the club. Your committee has commenced a specialised training programme for these young people, which will culminate in a weekend away at the end of this year.

We have experienced the first of a fly aways, this year, with a day trip to landra Castle. This proved to be an excellent day out, and your committee has plans to have more of these, when the weather improves. This sort of activity is the essence of an Aero Club such as ours. Later this year in October, we have another weekend planned, when AOPA are to visit, for one of their Forums. We are planning to make this weekend, a mini fly in festival, with a dinner on the Saturday Evening.

We also very successfully hosted the first round of the NSW interclub competition this year. This was an excellent day, and ran very smoothly, thanks to the solid planning that went before. All of those who took part in that weekend, commented on its success. It certainly did raise our profile, amongst the Aero Club movement.

Our Aeroplane, VH-ARK has had a full year. We have completed more mechanical upgrades on the aeroplane, fitted new tinted windows all round, and the interior has been upgraded. The last 100hrly saw the fitment of new mufflers, and a new carburettor. The Aircraft has been inspected thoroughly for corrosion, and found to be in good order. Some of the outside corrosion has been treated, and it is planned to paint the aircraft later this year in the warmer weather. We then will have a very smart Aircraft, equal to many others on the club scene.

Our Flying competitions have been regular and reasonably well patronised. The results of these club days are varied, with no one person dominating the point score. Our competition days, are a good example of Flying is for Fun, as we often have several visitors, and there is an ample supply of food and drink.

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Your New Committee

President - Ken Pidcock 63654270
Secretary - Ross McLennan 63613330
Treasurers - Laurie Chapman 63622011 and John Ellis 63654250
Vice President - Bob Nash 63611101
Activities - Robert Alford 63626068
Aircraft Officer - Dennis Haaren 63624401
Membership - John Pullen 63618805
Catering - Stuart Porges 63652204
Members - Charlie Camilleri 63373433, Wade Mahlo 63655111, Peter Grey 63653110, Phil Martin (appointed) 63610654

Annual General Meeting

The Annual General Meeting this year was held in the dining Room of the Whistle Stop Tavern at Spring Hill, where around 30 members & guests braved the sleet and cold. Half the group dined there beforehand, so the atmosphere was nice & relaxed.

President Bob Nash welcomed everyone, and especially our friends from Careflight Central West Ken Vote, Senior Helicopter Pilot and Ross Larsen, Careflight's Public Relations person.



Robert Alford, Kel Gardiner and Ross Larsen

Also welcomed was Kel Gardiner from Orange City Council who has the responsibility for Orange Airport, and Rob Glenn, CFI of Parkes Aero Club. The meeting heard the President's Report on the year's activities (which has been reproduced under the heading of Notes from the President), together with the Treasurer's Report from John Ellis and the Flying Activities Report from Ross McLennan.

Bob declared all positions vacant, and Ross Larsen took the chair for the election of officers. Your new committee is listed on page one.

Incoming President Ken took the chair and congratulated all those taking on additional responsibility, and invited comment from the floor.

John Ellis recorded a vote of thanks to Phil Bryon, and Ross McLennan thanked Bob Nash for his tireless work in taking the club to its present position.

Ken Vote then spoke on Careflight's role in Orange & the Central West, and gave us an insight into the type of experience behind a Senior Helicopter Pilot. An invitation was extended to members of the aero club to visit the Careflight headquarters at any time to have a look around, meet the crew

and have a cup of coffee.

At this stage, Careflight's facility is much like the Sydney-based arm was when it commenced in the late 80's - a temporary small helicopter, portable buildings and not much else. By January next year, the hanger and facilities should be built, and the new Agusta helicopter should be operational.

The meeting concluded, and Coralie organized a 'whip around' for Careflight which raised about \$110.55 for the cause.



*Laurie & Helen Chapman, Ken Vote (rear);
Ross & Coralie McLennan*



*Part of the group of members and guests at the Orange
Aero Club AGM*

Farewell Dinner for Phil & Margaret Bryon.

Eighteen members and friends enjoyed a dinner at the Fare Dinkum Family Restaurant in Orange to say goodbye to Phil and Margaret Bryon early in August.



In some respects, it was a bit of a "Clayton's Farewell", because they haven't quite decided to leave Orange, but it's fairly likely. Phil and Marg have left on an extended visit to Canada and the United States where they have family, and will probably be away till the end of this year.

On their return, it's likely that they'll end up moving to the Sunshine Coast area (where it's always raining!)

Our club's loss will be some other club's gain - Caloundra or Maroochy. We wish them well.

The photos here show some of those present at the farewell.



Lake Eyre & Other Western Bits

by Laurie Chapman

The following is details of the Lake Eyre trip on 5 & 6 August.

The crew consisted of:- Phil and Margaret Bryon, John Ellis, Wayne Selwood, Laurie and Helen Chapman.

We departed Orange at 7.20am on a cold but fine morning. We Tracked Parkes, ABM lake Cargelligo, Ivanhoe, Menindee Lakes, Broken Hill, (3



Menindee Lakes

hours).

We departed Broken Hill at 11.20 (EST) and headed for Wilpena Pound; but cloud stopped our westerly progress about 10 miles from WPN. So we headed north and climbed from 4500 to 6500 and headed direct to LeighCreek (1.6 hours). We had intended to track to the top end of Lake Eyre then to Innamincka, but received a report that Innamincka had received 1" of rain and the airstrip closed.

We departed LEC at 1.30 (local) and tracked to the mid east side of the lake (the outflow of the Cooper Creek). Then we turned to SW over the islands to the southern end, thence to William Creek. The water is quite low in the lake and we saw no bird life although we kept at 3500 to keep out of the road of all the aircraft in the area. We saw 7 planes at William Creek, and 5 at Marree. We heard they were charging \$250 per head to visit the Marree Man area, some 30 minutes West of Marree (might be a way to raise money for the Aero Club).



Margaret Bryon almost cancelled her trip to Canada & the US in favour of this quaint Andamooka dwelling.

At William Creek we turned and tracked to Andamooka, arriving a bit after 4.00. Stephaan was on hand to transport us to the pub in his usual reckless manner. We stayed overnight at AMK and Stephaan took us on a tour of his mine, showing us his methods and finding a little bit of colour to prove the point.

We departed AMK at 11.30 (local) and refuelled at Leigh Creek. Then departed LEC at 12.40 (local) for home. We had to climb to 7500 to clear cloud until White Cliffs where the cloud cleared and we descended to 5500. At Cobar we refuelled (3.5 hours because of head winds) and tracked to Narromine thence Orange, arriving at 6.40 (after dark).



The township of Broken Hill is almost dwarfed by the remnants of mining activity adjacent to it.

STATISTICS

Distance travelled = 3200 Km. Total flight time 13.1 hours (tacho). Aircraft cost = \$180 per hour; = \$393 each.

Landing and CALL OUT charges = \$50; = \$8.30 each.

Andamooka costs; 3 rooms accommodation, dinner, drinks, breakfast, tour, packed lunch - \$416 total; = 69.30 each. Total cost = \$470.60 each.

Welcome to New Members

Greg Hallett has joined us several times on club days and the informal Fridays, and has taken the plunge now and was admitted as a member at the August Committee meeting. Greg is a motor mechanic and specializes in LP gas conversions at his William St business - LPG 2000.

Also admitted at the August meeting was **Ian Charleton**. Ian works for the Department of Land and Water in Orange, and is an ex-spray painter - so you can guess what he's going to be involved in! He also has regular trips to Broken Hill, so he's decided that flying's a better way to go...

We're currently holding two applications, one from **David Vaughan** who flies a two place Thruster normally hangared at Yeoval. Dave works with Thermalair as an Air Conditioning Installer...(What a coincidence - we've got an air conditioner that needs installing!) The other is from **Alister Lee** who lives at Maryvale, just north of Wellington, where the Sandy Hollow to Maryvale rail link didn't make it to! Alister holds a CPL and an ultralight licence, but I confess I've yet to meet him.

These two applications will go to the September meeting for admission.

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



Future Member? Jackson Jabiru!

Sunshine State Navex 2000

An Ultralighter's Perspective. Written for "Australian Ultralights" by Ken Pidcock, because Shay wouldn't!

There were a couple of significant changes in this annual event – the fifteenth run by Maroochy Aero Club which is based at Maroochydore Airport on the Sunshine Coast South Queensland.

This was the first time that use of GPS navigation equipment has been allowed, in recognition of the now almost universal use of this great technology, and this year the competition included some heavy metal in the form of three Navy Kiowa helicopters! These were integrating Navex 2000 into a delivery flight from Nowra to Oakey, to hand the 'choppers over to the army.



Three Navy Kiowas made an interesting addition to the competition.

This year the two – day event started in Dubbo on the morning of Friday 4 August with three legs to a lunch break and refuelling stop at Inverell. After lunch, an additional two legs took the field to South Grafton for an overnight stay. Saturday's plan included three legs through the hills and over the McPherson Range near Lamington into Queensland, to finish at Maroochydore in time for lunch.

That was the plan! Needless to say, the weather man didn't cooperate, and cloud and rain forced the abandonment of the entire Inverell to South Grafton section, and the first two legs of the South Grafton to Maroochy section the second day.

That's not to say that no-one flew these sections, but the rules allow that if even one competitor feels the need to abandon a leg due to weather constraints, then that leg isn't counted in the score.

The only entrant from the Orange Aero Club this year was the Ultralight registered Jabiru 2.2 litre crewed by myself as pilot and club junior member Shay Lawry as navigator/observer. At 14 years old, Shay was the youngest crew member in the event, but like most kids, he quickly mastered the intricacies of the techno stuff that has me thumbing through the handbooks every time – GPS, hand-held emergency radio, mobile phone – even my wrist watch!

This type of event is scored on several fronts. Pilots are required to nominate time intervals for each leg before being given the question sheets, and points are allotted for either early or late arrival at each checkpoint (or for non-arrival). The course includes several turning points between the manned checkpoints at the end of each leg, and multiple choice questions to be answered along the way. No circling (or hovering) was allowed, and sometimes there was only a couple of miles between questions, so speed was of the essence!

Just to round off each day's flying, landings at both South Grafton and Maroochy were scored spot landings.

The first section took the field to the north-west of Dubbo to Tooraweenah airstrip, then followed the arc of a circle centred on Coonabarabran, skirting the Warrumbungle Range to the north. That little exercise itself sorted a few competitors out!

The route then took competitors in a generally north-east direction to Inverell. Crossing the Nandewar Range around the middle of the day the turbulence started to get quite severe, throwing the little Jabiru around, and we went to ground at Barraba for a break, then tracked straight to Inverell.

As the afternoon's section progressed, the coastal weather took effect, and the cloud settled on the ground around Gibraltar NDB. Most competitors had to divert to the south and find a clear valley to follow to the coastal plain, then track up to South Grafton. Even so, there were patches of rain and low cloud that had to be dodged.

Heavy rain overnight, and a one degree spread between the temperature and the dew point ensured that the hills to the west of Grafton were shrouded in cloud, preventing the planned early start. Many competitors elected to track coastal to Coolangatta then pick up the last leg of the section to the north west of Amberley Air Force Base, however some, including the only ultralight entrant, managed to find a clear track between the hills and the cloud. This inevitably meant that some of the questions couldn't be attempted. As we progressed, so the weather improved, and by the time we started the climb from Kyogle and reached the pass over the range into Queensland, there were plenty of gaps in the cloud.

Scooting across the Brisbane Basin to the west of Ipswich was no problem, except that my navigator fell asleep, and my brain went into idle speed too, so we missed a couple more questions! By now we'd amassed a couple of thousand points – and points are BAD!

Heading back toward the Glasshouse Mountains we started back into the coastal weather – low cloud and patchy rain. As we turned towards the final checkpoint, I discovered that I'd made an error entering the lat/long coordinates into the GPS, so we had to do a visual finish and call "Over The Top" somewhere in the area, hoping the officials would get the message!



Shay got to learn some of the finer points of navigation in this type of event. The more planning completed before flight, the better. Of course the GPS helped a little!

With the NAVEX 2000 now complete, all we had to do was track into Maroochy control zone via the Big Pineapple approach point. I still don't know where that damn pineapple is – it must be well camouflaged! Anyway, the tower controller kindly let us in for a landing. Just as we were about to touch down half way along the strip - "Weren't we supposed to do a spot landing there?" said Shay. Hmm...fine time to remind me!

The Sunshine State Navex's aren't only about flying – the social side is pretty important too! Everyone's got some stories to tell from the day's flying, and if not, they make it up! The Presentation Dinner in Maroochy Club's hanger was a great event, and a fitting end to Navex 2000. There were heaps of prizes, but the ultimate winner of the 2 tickets to Oshkosh 2001 was John Walmsley and crew flying a Cessna 180 VH-DLM. John scored 15.7 points and the "highest" score was 4071.3! We managed 25th place with 2758.2 points. (That's the same as 3rd last if you really want to know!)

Of course, for everyone but the locals, the flying wasn't over yet. We still had to get back to Orange!

We elected to fly south to Coff's Harbour along the coast, mainly because, living in the bush, we don't often get the chance of coastal flying. Clear of Maroochy Control, we tracked down the seaward side of Bribie Island, dodging rain showers and below 1000 ft. I'd almost decided to abandon the

coast, not much liking the idea of skimming the waves for ten miles to cross over to Moreton Island, when the cloud lifted and the sun shone (well, almost), giving us a clear track over water at 3000 ft. Southwards we flew at around 1500 ft. – Moreton Island, North then South Stradbroke Islands, and on to the mainland at Southport. We ducked around the back of Cooly Control Zone, crossed the Tweed River into the home state, then back to the coastline.

After a stop at Ballina to fuel the plane and ourselves, we then headed off for Coff's harbour, 100 nautical miles away. The weather deteriorated, and ATC advised that the weather at Coff's was IMC, so we headed inland from Evans Head.



This 'Texas Taildragger' belonging to John Owens took out the prize for best presented aircraft. Shown here at South Grafton.

Across the coastal plain the cloud cover was low and heavy, with occasional rain, but it appeared to be breaking near the ranges. A few big holes opened up and we pointed the Jabiru heavenwards till we were able to level out at 8,500 ft, VFR on top! What a great little plane! As we neared Glen Innes, the cloud broke up completely, giving us smooth conditions through to Armidale.

With the headwinds we were experiencing and the daylight remaining, we decided to stay overnight in Armidale, and complete the journey on the Monday. Of course, Shay was pretty upset about missing another day of school!

Low heavy cloud next morning kept us below 1000 ft AGL for about 20 miles to the west, then we were able to climb to our cruising height of 6,500 ft in clear smooth air. The trip home via Gunnedah and Mudjee was uneventful, with scattered cloud below us for the last part of the journey.

The Maroochy Aero Club race committee did a great job once again. As ultralighters, we were made most welcome, even though the event is obviously planned with GA aircraft in mind. Perhaps if there were more ultralight aircraft and crews entered, the organizers would consider a separate category? We'll certainly look at competing next year. All up, we did 16.6 hours flying Orange to Orange, had a lot of fun, and learned a lot too.

Club Day - 20 August

The day before the club day provided the first hint of Spring, and perhaps this inspired the good attendance at the activities next day.

A good turnout during the day, and six pilots competed in the flying competition. Because of a broken cloud cover, the instrument flight segment had to be abandoned, (that sounds a bit silly, but it had to be!) and instead Ross threw in a flapless spot landing! He really likes those spots - three in all for the day!

The simulated engine failure was conducted from the downwind leg abeam the end of the runway, and with a fairly strong crosswind there were some interesting approaches and landings.

It was hoped that Careflight 2 would pay a visit, but this was always subject to operational requirements, and didn't eventuate.

It was good to see new member Greg Hallett there with his two kids, Greg having an intro to the Jabiru with Stuart, and also long-standing member Bruce Clements and his son Brian paying us their first visit. Bob took Bruce and Brian for a scenic tour of the area in ARK.

Five of our Junior members joined in the activities, some got to do some flying while others had a guided tour of a Hazelton Metro cockpit while it was at the terminal.

Congratulations to those who were successful in the competition, especially to Peter Grey who was the only one to successfully touch down on all three 'spots', and John Gordon who was best overall on the day.

Results are:

1st	John Gordon	255
2nd	Peter Grey	246
3rd	Charles Thompson	204
4th	Bob Nash	197
5th	Ken Pidcock	181
6th	Stuart Porges	176

Doing some Study?

If you're learning to fly, or just want to brush up on the theory side of things, Laurie Chapman has for sale two Student Pilot Kits from Trevor Thom's Aviation Theory Centre.

Each kit includes the Student Pilot Manual, The Flying Training Manual, Flight Radio for Pilots, Pilot Log Book and Navigation Computer (the manual version).

The kits are unused, 1992 editions which Laurie bought when he was preparing to run theory classes here in Orange. The classes didn't eventuate, so Laurie is offering these for around \$100 each. Bought individually, at today's prices, they're worth around \$160.

Contact Laurie to deal, or Ken to have a look at the material.

PRESIDENT'S NOTES (cont)

Continued from page 1

There have been significant improvements, to our Club House and area this year. We recently purchased a new large Air Conditioning Unit, which is yet to be fitted. The computer has been upgraded. We have a Television and Video unit, nicely positioned in the corner of the Club House. There is now a new fence around the club, which not only protects visitors and children from Aircraft, but it has also given the Club House a much more lived in feeling.

You will all of course by now be aware of the bold step we have taken, with our Art Union. As we are a new club, we have been struggling financially, to get started. This Art Union has the potential to set us up financially, so that in this next year, we will be able to embark on a much more courageous programme, of flying, and improvements.

I have every confidence for the future of our Aero Club, and it has been my great pleasure, to have led you for these past two years. However, I feel now, it is time for new blood in our management, and whilst I will be taking part in every facet of our Club, I believe it is appropriate for you to elect a new President for this coming year.

Since we commenced this Aero Club, there has been a huge increase in Aviation activity at the Airport, and the club has generated the purchase of several aircraft. We have seen the arrival of the Wandering Wilga, and the Sporty Jabiru. Also the leisure machine Citabria, and Jeremy is soon to have his new 6 cylinder Jabiru. These are all signs of a healthy club environment, and each of us have every right to be proud of what we have achieved so far.

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Orange Aero Club Art Union 2000

only 6000 tickets to be sold in aid of the Orange Aero Club.

1st Prize **Vision 600 N** Certified Aircraft (Value \$34500) provided by Vision Aircraft of Orange NSW (02) 6365 5242. AUF registered fitted with the **ALL AUSTRALIAN JABIRU** 80 HP 4 stroke aircraft engine manufactured in Bundaberg Qld, and supplied by Jabiru Aircraft. Phone (07) 4155 1778. AND includes Pilot Training up to 25 hrs (Value \$1000) on the prize aircraft donated by the Orange Ultraflight Centre (02) 6361 0654. Some conditions apply

Includes Flying Training

2nd Prize **Royal Enfield "Bullet" 500cc Motor Cycle** (Value \$5900) (unreg.) provided by Royal Enfield Motor Cycles of Orange NSW (02) 6365 5444

Total Value of Prizes: \$41 400

The Art Union will be drawn at Narromine on Easter Saturday 14-4-01 at 3.00pm. Winning numbers will be published in "The Australian" on Wednesday, 18-4-01

ORANGE AERO CLUB ART UNION 2000

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

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

Ticket Hotline

Fax: 02 6365 4399

Phone: 02 6365 4270

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 \$ _____

Card Type: B/CARD M/CARD VISA No. _____ EXP. DATE ____ / ____

Name on Card _____ Signature _____

Applicants must be at least eighteen years of age. Tickets will be issued strictly in order of application. Allow 21 days for delivery.

President's Report

I would like to take this opportunity, to thank many people, for their willing assistance, over the past year. Without the free gifts of time and expertise, that many of you have given, this Aero Club would not be in the position it is today.

I thank all the members of the committee, who have been very loyal, and have all given many extra percent, over this past year. I cannot thank each of you enough for the contribution that you have made. To mention some of you, for your particular gifts, would be unfair, as each of you have given more than you have needed to give, and I have been very appreciative of this, and together you have ensured that this club now has a very solid foundation, on which we can continue to build.

I anticipate the next few years with great enthusiasm, and look forward to a very bright future for the Orange Aero Club inc.

Bob Nash

Art Union Conditions

1. Prizes available ex Orange, NSW.
2. Insurance will be the responsibility of the prizewinner.
3. Aircraft will be to standard specifications – doors, Dacron skins, standard instruments (Alt, ASI, VSI, Slip/Skid, Tacho, OTI, CHT, oil pressure) and VHF transceiver & 2 headsets.
4. Aircraft fitted with Jabiru 2.2litre 4 cyl 4 stroke engine.
5. Training component of the prize applicable to prizewinner only and is not transferable.
6. Training available in Orange NSW by arrangement with the instructor.
7. Training conducted on the prize aircraft, with all operating expenses the responsibility of the owner.
8. Trainee must meet the requirements of the AUF for the issue of a Student Pilot Certificate.

Club Calendar. Check for updates regularly!

August	
Fri 25	Informal flying & BBQ at Aeroclub around 4.30 pm
September	
Fri 1	Informal flying & BBQ at Aeroclub around 4.30 pm
Sat. 2	Bathurst Night Flying/Social
Fri 8	Informal flying & BBQ at Aeroclub around 4.30 pm
Sun. 10	Orange Flying Comp. Interclub Format
Wed. 13	Committee Meeting
Fri 15	Informal flying & BBQ at Aeroclub around 4.30 pm
Fri 22	Informal flying & BBQ at Aeroclub around 4.30 pm
Fri 29	Informal flying & BBQ at Aeroclub around 4.30 pm

October	
Fri 6	Informal flying & BBQ at Aeroclub around 4.30 pm
Sun 8	Flying & Social Day
Wed 11	Committee Meeting - All Welcome
Fri 13	Informal flying & BBQ at Aeroclub around 4.30 pm
Sun 15	Bathurst Aero Club Flying Comp
Thu 19)	
Fri 20)	Orange Field Days - Assistance Required
Sat 21)	
Fri 27	Informal flying & BBQ at Aeroclub around 4.30 pm
W/E 28-29	Grafton Jacaranda Sports Aviation Air Muster

November 9-12 AVIEX at Bankstown Assistance needed