

Orange Aero Club



Newsletter - November/December 1999



Some of the Instructors & Students from Uni of NSW at Orange on 13 December

University of NSW at Orange Aero Club

After a spell of bad coastal weather threw their training program into disarray, three instructors and six students from the University of NSW re-located to Orange to try to complete their program before Christmas.

The team brought three PA28 Warriors with them - two owned by the Uni and the third cross-hired from a Bankstown flying school. All the aircraft were going pretty much continuously since arrival on Sunday 12 December until they departed the following Wednesday. During their stay, the Uni guys bought nearly \$1600 worth of fuel - good for the club as well as Wade Air!

The University of New South Wales (UNSW) is one of the largest and most respected in Australia. Best known for its technology base, the University has a broad cross section of capacities in Engineering, Applied and Pure Science, Management and Professional development fields. One of the more recent ventures of UNSW is into the discipline of Operational Aviation with the formation of the Department of Aviation in 1994.

Two courses are offered leading to the award of Bachelor of Aviation (BAV), a Management Stream and a Flying Stream.

The Management Stream offers those with aviation industry experience and those who seek a new career in aviation the opportunity to train in the broad context of flight operations either on or off the flightdeck.

Inside...

Big Boys' Toys - The Orange Jabiru Group's Fantastic Plastic.

Santa's Little Helper. No, not Bart Simpson's dog, it's our club president!

"Spot"'s the new nickname for the club aircraft.

You know YOU didn't win the BBQ raffle, but who did?

Using drums isn't the only way to get dirty fuel!

What's on in 2000 - a start to the club calendar.

Heard this one? Be warned, it's a blond joke!

Big Boys' Toys

Our regular feature this month looks at the newest aircraft on the scene at Orange - the Jabiru.

This tiny aircraft is an ST model, factory built for inclusion on the Australian Aircraft register, and was initially registered as VH-MBF. It was bought complete from Jabiru Aircraft P/L in Bundaberg Qld by Dr Andrew Burton, and located at Bankstown.

Not long after arrival, Andrew suffered a short landing at BK due to fuel contamination, which flipped it upside down, and it went back to the factory to be rebuilt to original specs.

The aircraft was originally fitted with Jabiru's own 1600 cc engine, but in October 98 it again went back to the factory and was upgraded to model ST3 and fitted with the 2200cc engine.

When the Orange Jabiru Group (Phil Martin, Stuart Porges, Jeremy Cubitt and Ken Pidcock) bought MBF from Andrew, it had around 340 hrs TTIS and 60 hrs on the new engine.

The new owners found it a challenge to fly, or rather to land, and most took 6 to 8 hours training to acquire the necessary skills, and also to convert to the AUF Pilot Certificate in preparation for transferring to the AUF Register. This transfer has now been completed, and the registration is 55-3256, with a radio callsign of Sierra 256.

Phil Martin has taken the initiative and qualified as an instructor with the AUF under an innovative arrangement which also saw Rob Glenn qualify as a trainer of instructors - whatever the title is! The plan is to open up an ultralight training facility here in Orange under the stewardship of Rob Glenn as CFI. The Jabi will be available to qualified club members, and Phil will be carrying out ab initio and conversion training in between his trips as Customer Service Manager for QANTAS.

One of the advantages of AUF registration is that much of the non-critical work and routine servicing can be done by the owners, at a considerable cost saving. There is a great deal of Jabi expertise to call upon in the form of Murray Woods of Orange and Gary Percey from Forbes.



Club junior Shay Lawry ready for the right-hand seat.



The Jabiru (sans wheel spats) in its new role as AUF Ultralight 55-3256

Visit the Jabiru website at www.jabiru.net.au

For the Technically minded...

| | |
|----------------------|--|
| Make/Model: | Jabiru ST3 |
| Manufacturer: | Jabiru Aircraft P/L, Bundaberg Queensland |
| Description: | A two place, high wing, glass fibre reinforced plastic, monocoque construction powered by a Jabiru 2200 cc air-cooled, 80 HP flat 4 cylinder aircraft engine swinging a wooden propellor in the tractor configuration. |
| Equipment: | This aircraft, in addition to the normal range of instruments (ASI, Tacho, Compass, Balance Ball, Altimeter & engine insts) is fitted with vacuum pump driven AI, DG & electric T&B gyros. |
| Performance: | Fuel capacity - 65 litres; Consumption - 15 l/h; Endurance - 3.5 hrs TAS - 100 kts @ 3000 rpm; Vne - 116 kts; Va, Vno - 91 kts; Vfe - 70 kts; Vso at max weight - 40 kts; MTOW - 430kg Empty Wt 268 kg. |

Message From The President



I'm sure that everyone will appreciate that President Bob has a very busy time around Christmas, what with all the demands of that OTHER job, as well as trying to keep tabs on Midstate Mufflers, Avis Orange & Airtex Aviation!

Even after that mammoth trip from the North Pole (and they made him get there in his own time & at his own expense!!), he still has to deal with the ungrateful little darling's who never seem to be happy with their lot! Not to mention recovering from an overdose of fruit cake & milk! Yuk!

Anyway, the long & short of it all is that Bob hopes that all members, friends and their families had a great Christmas in spite of all the dirty avgas around, and looks forward to a happy and prosperous year 2000, without any Y2K bugs!

Club Aircraft - VH-ARK

If you've been to the airport lately, you may have noticed ARK looking a bit "spotty".

This is the first stage of cleaning the surface corrosion from the underside of the wings, tailplane and parts of the fuselage prior to eventual repainting.

The process involves the spot abrasive blasting of the affected areas, treatment with an inhibitor and spray painting with a primer to prevent further corrosion pending painting.

The work done so far was carried out by Phil Bryon at Bathurst, under the guidance of Charlie Camilleri, but from here on we'll work in Orange using the facilities provided by Wade Air.

If you can spare some time to help with this task, please give Phil a call on 6361 0022.

Just prior to Christmas, ARK had a periodic service at Bathurst. Compression was down on one cylinder, and this has been rectified, so it should be in best running order for the start of year 2000.



distributed by Mobil and BP outlets on the east coast. This will have had a devastating effect on operators of light piston engined aircraft, and the effects will be felt for a long time yet.

Orange Aero Club is fortunate that fuel supplied at Orange is Shell which isn't affected by the contamination, being from a different refinery. The club is doubly lucky in that ARK hasn't been refuelled anywhere else for a considerable time. The fuel uplift figures have been checked against the hours flown since the 24 November, and the figures stack up properly, so we're confident we have no problem here.

BBQ Raffle Results

The raffle for the Beachcomber 4 burner BBQ complete with 9 kg gas cylinder and gas was won by

Mr Brin Davis
71 McLachlan St
Orange

Congratulations Brin, (I don't think that's a mis-spelling!) we hope you enjoy lots of barbies. And thanks for not living in Cowra or Katoomba, or some other



place which would have made delivery difficult!

The gross takings for the raffle was \$872 - well worth the effort. A big thanks to all those who bought tickets and sold them to others, especially those who manned the shopfront on the Saturdays leading up to Christmas. *We got a lot of knockbacks, but we sold a lot of tickets!*

Fuel Contamination

The bad news released just in time for Christmas concerned the contaminated 100/130 Avgas fuel

distributed by Mobil and BP outlets on the east coast. This will have had a devastating effect on operators of light piston engined aircraft, and the effects will be felt for a long time yet.

Orange Aero Club is fortunate that fuel supplied at Orange is Shell which isn't affected by the contamination, being from a different refinery. The club is doubly lucky in that ARK hasn't been refuelled anywhere else for a considerable time. The fuel uplift figures have been checked against the hours flown since the 24 November, and the figures stack up properly, so we're confident we have no problem here.

Uni of NSW (continued)

The Flying Stream of the Bachelor of Aviation aims to educate and train pilots to the highest international standards.

The Operations Management and the Flying Stream share a common academic core consisting of Science, Engineering and Aviation subjects. In place of some academic modules, the Flying Stream offers students a comprehensive range of training at the highest possible standards. Students will attain a minimum of Commercial Pilots Licence (CPL) on completion of the degree with advanced options available including Air Transport Pilots Licence (frozen), Instructor Rating and Multi Engine Command Instrument Rating.

Flight training takes place at UNSW Aviation's Flight Training Centre which is situated at Bankstown Airport in Sydney's West. Students complete their training during block release from the academic program and will accrue up to 240 hours of actual and 60 hours of simulator-based flying.

The University owns and operates two Piper PA-28 Warrior aircraft for training purposes and hires a number of other aircraft types based upon demand and individual student requirements. Training is carried out by our own dedicated staff of flying instructors to assure the highest possible standards.

Visit the website at
www.aviation.unsw.edu.au

Heard This One?

A beautiful young blonde woman boards a plane to New York with a ticket for the economy section. She looks at the seats in economy and then looks into the forward cabin at the first-class seats. Since the first-class seats appear to be much larger and more comfortable, she moves forward to the last empty one.

The flight attendant checks her ticket and tells the woman that her seat is in economy. The blonde replies,

"I'm young, blonde and beautiful, and I'm going to sit here all the way to New York."

Flustered, the flight attendant goes to the cockpit and informs the captain of the blonde problem. The captain goes back and tells the woman that her assigned seat is in economy. Again, the blonde replies,

"I'm young, blonde and beautiful, and I'm going to sit here all the way to New York."

The captain doesn't want to cause a commotion, and so returns to the cockpit to discuss the blonde problem with the copilot. The copilot says that he has a blonde girlfriend, and that he can take care of the problem.

He then goes back and briefly whispers something in the blonde's ear. She immediately gets up, says "Thank you so much," hugs the copilot, and rushes back to her seat in the economy section. The pilot and flight attendant, who were watching with rapt attention, together ask the copilot what he had said to the woman. He replies, "I just told her that the first class section isn't going to New York!"

Calendar of Club Events

We always seem to be running late with the calendar - perhaps because we're trying to integrate with other clubs and State & National Events.

The following includes Bathurst Aero Clubs events for the first couple of months, anyway.

| | |
|-------------------|--|
| Wednesday 5 Jan | OAC Committee meeting at Ross's office 7.30 pm. |
| Saturday 22 Jan | John Ciardi will brief us about the NSW Interclub Flying Comp. As many members as possible at the club at 1200 please. |
| Sunday 23 Jan | First flying comp & social for the year. NSW Interclub format. Will also include an exercise on using P-Chart. Please book and arrive 1 hour before your flying time. |
| Sunday 13 Feb | Bathurst Aero Club first comp of the year. |
| Weekend 19/20 Feb | Rotor weekend POSTPONED - some of the crews couldn't make that weekend. |
| Weekend 4/5 Mar | NSW Interclub Flying Comp - Round 1, hosted by Orange Aero Club. Competition on Saturday - we'll need lots of administration, ground judges etc (as well as competitors!) and clean up on Sunday. There'll also be a dinner on Saturday night. |
| Saturday 11 Mar | Bathurst Aero Club Night Flying & Social |
| Sunday 9 Apr | Competition & social day |
| Sunday 16 Apr | Bathurst Aero Club Navigation Competition |