



Orange Aero Club

Newsletter - Nov/Dec 2000

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*Merry Christmas
and a
Happy New Year!*

Notes from the President



May I take the opportunity through this newsletter to wish all our members, friends, supporters and their respective families a Great Christmas, and a Happy and Prosperous New Year 2001.

The year just passed for Orange Aero Club has been pretty good, but it can certainly get better! We've seen a steady growth in membership, some new pilots are in the making, a few extra aircraft are on the scene, and our contingent of junior members is second to none!

What we have to do in the coming year, I believe, is to cater for those members and families who don't eat & sleep flying, but who have an interest in aviation and the future of this club. I guess another way of putting it, we have to address the social side of aeroclub activities.

One of the ways we hope to do this is to arrange more - many more - day and weekend trips to locations within an hour or an hour & a half flying time, where there is something of general interest to encourage people to take part. The inspiration for this stems from our very successful day trip to landra Castle earlier this year.

With this newsletter (if you receive it in print form), or at about the same time, you'll also receive a questionnaire which your committee has put together to find out what you want and expect from your Aero Club membership. Please don't chuck it out - tedious though it may be filling out forms & surveys, it's really the only way of getting that vital information which will let us attempt to please most of the people most of the time.

The other important aspect which we must address this coming year, is the utilisation of the club aircraft. Our present usage of ARK is a little under

100 hours per year. We must increase that to 150 hours per year or better, and one of the ways of achieving this is by greater use of the aircraft for the social fly-aways as mentioned above. We hope that many members who don't fly themselves will avail themselves of these opportunities, and at the same time spread the cost of the aircraft.

Talking of costs, the word is that fuel prices are set to fall shortly, and the committee will be monitoring this to see if we can reduce the hire rate of ARK. This is in keeping with our policy of keeping the hire rate as affordable as possible.

Finally, our Art Union tickets are moving slowly. If we can sell all tickets printed by Easter it will virtually mean the end of our financial concerns. Several of us have now flown the Vision and it would be a great aircraft to win! Our club program is incomplete, but the first few months are printed on page 6. You'll see that it's going to be a very active and interesting year!

Ken

Your 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



Message from Daniel

Members often ask how Daniel is going with his RAAF training. The following message was taken from an email to Bob Nash a couple of weeks ago...

Bob ,

Sorry its been a while but things here are a bit hectic with us working at least six and usually seven days a week to get the course finished by Christmas.



Things have been going well and I have just recently passed my navigation test and my general flying handling test leaving only my advanced instrument test still to do. In my time on target legs of my nav test I got within ten seconds of my allotted time to be overhead the tactical target so things were getting a little stressful approaching the target as the pass fail tolerance is only plus or minus 15 seconds.

I did some navigation out of Wagga and got a chance to have a look at Phil's Avis setup down there. I was hoping to get a chance to be able to call in and say hi but it didnt work out with the workload...

Im sorry ive been a bit slack but will endeavour to put together something for the newsletter if you choose to use it. Hope the aero club is going well, please say hi to everyone there for me.

Take Care, Cheers

Daniel.

A member of the Pretty Plains community, **Carl Nielson**, who visits Orange fairly often, suffered a serious accident recently when a self propelled slasher mower attacked him and came close to cutting a foot off.

Apparently Carl had put the mower out of gear while he opened a gate at his Millthorpe property, but it vibrated back into gear and ran him into the gate. The blades slashed through his boot and along the side of his foot.

Carl was released from hospital just in time to attend the Wade Air Xmas party, but I'm sure he's gonna be taking it slowly for a time!

I'm sure all members will join me in wishing Carl a full & speedy recovery.

Welcome Back

Welcome back to Orange to **Phil & Margaret Bryon**.

Phil & Margaret have been in Canada & USA holidaying & visiting family for the past 3 or 4 months, but have returned to mark time while they decide what the future holds.



Unfortunately Phil picked up some sort of wog on the plane coming home, and had been laid low for a week, and wasn't able to join us at the last club day. Hopefully he'll be over that in time for Christmas!

New Members

We have two new members admitted to the club at the December meeting - Junior member **James Kircher** and Associate **Jack Dunham**.

James was introduced by his friend & fellow junior member Jim Savage, is 14 and attends James Sheahan High. Flying is in James' family as he has an aunt who is a commercial pilot with one of the regionals. I'm a really lousy photographer - I keep forgetting to take pictures!

Our new associate member, Jack, is actually a resident of UK, so we won't be seeing a lot of him, I guess! Jack and his wife Vivien were visiting recently with Marcia Williams, and came out on the club day on 26 Nov, when the parachuting was on. Jack is a psychologist and author, and has a non-flying RAF background. Perhaps Marcia will fill us in a little more for a future issue.

A big welcome to both these people, and those who've renewed their membership in the last two months.

Missing from the last magazine was the photo of **Bernadette Bird**, so here she is, complete with parachute harness!



Congratulations...

To Ian Charlton and Phillip Martin. Its one of those situations where the one event results in a double benefit. In this case, Ian completed his first solo in the Jabiru, and his instructor, Phillip was upgraded to Senior Instructor.

Ian has been ready for that elusive solo for some time, but QANTAS and the weather have conspired against him. Phillip will now be able to complete more of his students' training at Orange.

And in late-breaking news, John Bestwick gained his CPL (commercial pilot's licence) just a few days ago with Jerry Trevor-Jones from Star Air at Bathurst. Congratulations, John, one step further to an aviation career!

Debbie & Steve Eslick, Wade Mahlo, John & Lynette Pritchard and Mick Robertson



Annual Presentation Dinner

Photographs courtesy of Judy Haaren

The Orange Aero Club held its third Annual Presentation Dinner for around 45 members and guests on 25 November. This year the function venue was once again the Patmos Restaurant, and Michael & Thea Gryllis lived up to most people's expectations with the three course meal.

It was great to see several new members amongst the diners, and especially good to see Steve & Debbie Eslick, and Ian & Vivienne Vennard along - both familiar names around the flying scene at Orange.

We didn't have a speaker this year, but we did have a number of presentations to members. Congratulation to the following people whose efforts during the year were recognised:

Pilot of the Year

Placegetters were awarded a certificate and an engraved pewter mug with the club crest fixed to it

First place	Charles Thompson
Second Place	Bob Nash
Third Place	Ken Pidcock

Other Flying Awards

Daniel Martin was awarded a Certificate for achieving his first solo flight in Jabiru S256, and Ross McLennan & Ken Pidcock for gaining their tail wheel endorsement in Citabria CIW.

Special Awards

Jeremy Cubitt was awarded a certificate for the excellent work being carried out in construction of his Jabiru, which is nearing completion, while Wade Mahlo received a special certificate for his ongoing support and assistance in all aspects of aero club activity during the year.

Three other notable "achievements" were acknowledged with Certificates - the Ornithologist Award went to John Pullen for his efforts in reducing the bird hazard at Orange Aerodrome using the spinner of JHS, the Ploughmans Award to Phillip Martin for his efforts at ploughing the main runway at Orange using the nose gear of the Jabiru. The other award - The Fencing Award - went to Ken Pidcock, for his attempt to demolish a chain wire fence at Bankstown Airport using the right hand wingtip of ARK.

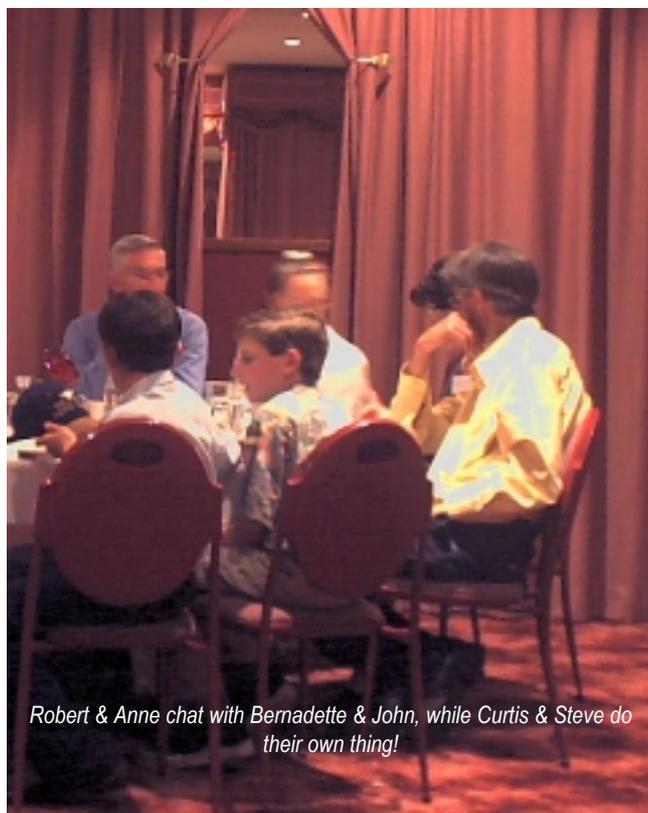
Inaugural Junior Training Awards

The first group of five junior members to complete the junior training requirement were also presented with their Certificates, Aero Club Wings, and a small gift as a memento of the occasion. Members Curtis Bird, Joseph Evans, Dale Robertson, Jim Savage and James Sullivan have been working consistently over the last six months to complete the theory and practical tasks set. Congratulations to these guys. And to those who didn't quite make the grade: keep up the good work - you'll be in the next group!



Curtis & Bernadette make a presentation...

During the evening, Curtis made a presentation to those members who've been instrumental in assisting with Junior Training throughout the year.



Robert & Anne chat with Bernadette & John, while Curtis & Steve do their own thing!



Dennis Haaren, Betty & Milton Oborn, Bob & Jonno Nash...



Crossing The Ditch - Part Two

Last issue we followed Richard, Sue and Dawson as they planned their trip to Oz in the Mooney, and left them on Norfolk Island for the time being. This issue picks up at Norfolk...

We spent a pleasant night on Norfolk, dining at the local RSL Club. We asked the Met Office to fax our required weather to the Airport. The low had moved further south and was not now going to affect us. The conditions were good for our planned route from Norfolk to Lord Howe and on to Coffs Harbour. While Dawson and Richard refuelled, packed and preflighted the aircraft I finalised the flight planning, lodged an International Plan (this time with Brisbane) for the Norfolk-Lord Howe leg. It was Dawson's turn to fly as I had flown the first leg and Richard was just settling into the HF radio work in the back seat and wanted to continue.

We cruise-climbed to 8500' on track and continued to be amazed at the superb weather we were enjoying. Clouds were reflected on the mill-pond



calm sea and vis was more than 100nm. The sun poured into the cockpit and it became quite hot. There was little cloud at all. This was the longest leg over water (482nm) but the time was occupied with regular SADIE checks, manual fuel calculations for each tank (done by the back-seat crew), heading checks, derivation of TAS and winds aloft (using GPS) and HF position reports - and having a snack. We generally did not eat lunch as such but ate chocolate bars or glucose sweets. We had to be careful to ensure we were not arriving at a Customs airport with uneaten food (unless sealed) - this applied to both Norfolk and Lord Howe.

An amazing sight. At 135 nm out from Lord Howe Island two rocky outcrops appeared on the hazy horizon, side by side, seeming to rise out of the sea. This was quite an excitement. Fancy seeing the island from so far out. The two rocks are in fact mountains rising to about 2500' and are significant features on Lord Howe. Then several miles to the SE of the island we could make out the unusual rock feature called Ball's Pyramid. This, like the island itself, is a remnant of an extinct volcano long ago covered by the sea.

We could not make HF contact with Ports Manager Clive Wilson on 5643 but got him loud and clear on VHF from about 100nm out. The island began to take shape as we began a slow descent from about 50nm out. Clive gave us the runway and wind conditions - dry, sunny with light easterlies. Most unusual for Lord Howe as it is notorious for severe turbulence associated with the mountain peaks which tower over the short (886m) sealed runway. This is even mentioned in the ERSA. When it blows from the south a strong crosswind usually exists and a rotor condition develops on the approach to runway 28. Some say the island is really known as "Lord! How I Land"!! However, this day was no problem as we passed over the blue-green shallow lagoon and touched down on runway 10. Our trusty friend Jan from Norfolk had telephoned our imminent arrival through to Customs so John Gerits, Lord Howe Police Officer and Customs Manager was on the apron to greet us, as was Clive himself and the refueller. Everyone was very friendly and helpful.

The conditions were idyllic and the scenery majestic. We completed the formalities and refuelling, took some photos and had a bite to eat. We met Postmaster Peter Phillips, who originates from Christchurch but is married to a Lord Howe Islander and has lived there for eight years. He was interesting to talk to and, although not a pilot himself, had a personal interest in aviation and revealed that he is writing aviation history of Lord Howe Island. Francis Chichester (later Sir Francis) was the first to arrive by aircraft. RAAF Catalinas used to land in the lagoon during and following the war. We chatted to Met Officer Doug Speedy who provided us with the latest updates and allowed us to submit our flight plan. For the first time we were in Australian territory and about to operate on an Australian domestic Flight Notification. We were advised to ring and confirm receipt after faxing through.

We had previously studied the example downloaded off the internet and had prepared pro-formas - this saved a lot of time.

Clive took our wheels off time for this record attempt. This last leg for the day was shorter, only 316 nm and as we were heading west we were gaining daylight hours. Richard's turn to fly. We planned to arrive at least two hours before Last Light (ECT). There was considerably more cloud cover after reaching half way on this leg but we managed to remain VFR above it in clear skies. The descent into Coffs Harbour was straight-forward with a hand-off from Brisbane Radio (HF) to Brisbane Centre and then Coffs Tower. It was great to see the coast

emerge at about 50nm. Coffs ATC took our time overhead as there was a delay in landing due to traffic. There were two intersecting runways operating. We were landed at just after 3pm local time, taxied to the Coffs Aero Club where a friendly instructor rushed up to refuel us. We still had over 6½ hours remaining so declined but he kindly directed us to a parking area, called a cab for us, booked accommodation and arranged a briefing with the CFI for the next morning. We asked for this since we wanted to confirm a few procedures and get the benefit of local weather knowledge.

We were a tired but happy lot that night. A drink or two was in order! We had made it. Our speed record time was faxed back to the RNZAC in Auckland as any interim claim must be registered with the FAI in Lausanne within 7 days of the flight. There was no existing record so we had merely



established a speed. Our flight time was 2 hours 14 mins 09 secs and average speed 261.37905 kph.



Crossing The Ditch (cont)

We shouted ourselves a cooked breakfast at a seaside café the next morning before heading to the airfield for our briefing (which was useful). We spent quite some time planning our trip over the Main Dividing Range (4-5000') to the west of Coffs Harbour. We were heading for Orange, NSW, where we had been kindly offered accommodation by Jan and John Pullen, Australians we had all met at Wanaka. This was not a long flight as the crow flies but the CFI recommended we depart to the north as there had been a change in the weather and the cloud was sitting at 2500-3000' in places on the range. After working through the intricacies of the AvFax system (very good by the way) we filed our plan and departed on radar for overhead Grafton, Glen Innes, Tamworth then Orange. There were no problems negotiating the ranges but condition began to deteriorate north of Tamworth with an approaching low pressure area. We had to descend to remain beneath the base and were in light drizzle; however, forward vis was quite reasonable (at least 5nm). Tamworth gave us a clearance right overhead the airfield. We eventually arrived at Orange. The airfield elevation is 3115' AMSL but the runway was long (1676m sealed and lit). We later found that many Australian provincial towns and cities had large airports usually owned and operated by the local council with reasonably priced landing fees. There was no other air traffic around and we landed, using the briefed circuit joining procedure and radio calls for an unattended field. We had to ensure SARWATCH was cancelled by either making an RTF call or a telephone call to a 1-800 number. (Note: even at a controlled airport

this is necessary as tower staff do not terminate for you). After unloading gear and tying down our trusty Mooney we were entertained by Wade Mahlo, owner of an engineering business on the field and friend of John and Jan's. It wasn't long before our hosts arrived and took us back to their lovely home.

It poured with rain that night while we went to dinner with John and Jan and aviation friends from the Orange Aero Club but little did we realise that we were going to be fog-bound the next day! The Orange airport has one of the highest elevations around the immediate area and is apparently often prone to fog. John and Jan kindly took time off from their usual responsibilities to show us around the Orange and nearby towns of Canowindra and Cowra. The fog rose a little then fell again with the temperature drop towards the end of the day. The next morning was the same but towards midday it started to lift and a little blue sky became visible. We shot out to the airport, refuelled, filed a plan and departed for overhead Griffith and an overnight at Mildura (Victoria). There was quite a bit of westerly wind now but climbing up to 6500' once clear of the hills had us enjoying a comfortable ride. Our track was to take us over some flat and fairly desolate country - not quite outback territory but near enough. The westerly winds became exceptionally strong, up to 60kts right on the nose at 8500'. There were isolated CBs in the vicinity and we had to detour between two when about 60-70 nm from our destination. Mildura seemed a pretty town, situated on the famous Murray River but we did not have much time to look around. The airport was large, with two sealed and lit runways, but was an MBZ (unattended).

Flying Officer Report.

Sunday the 10th December was the Club's Navigation Exercise for December. Seven teams took to the air in a number of aircraft. Our junior members were also involved as navigators in some of the teams. As it was a fun day there were no winners or losers. All the turning points were found but some of the locations to find caused some confusion. The "T" or intersection locations with houses caused the most problems, as did the creek running parallel to the Mitchell Highway. The creek was the Summer Hill Creek and the house roof at the intersection at Icely Road was red, and it was the house on the side of the hill at the southeastern corner of the intersection. The Ophir Road intersection house had blue or aqua walls.

Over all best results were from Ross McLennan and Bob Nash teams, well done to all.

The aero club committee is working to make flying fun for all. With this in mind we are planning to have six competitive flying competitions, with the best four scores used for the flying presentation at the end of the year. The other six flying activity days can be more navigation exercises or other flying activities. Please let the committee know what flying activities you would like to have. Again, a big thanks to all who participated on Sunday.

Robert Alford

Wade Air Christmas Barbecue

The young, the old and the in betweeners enjoyed a great evening at Wade Air's hanger party on 15th. As well as fine food and drink for those who weren't flying, several planes took to the air as the evening cooled to perfect flying conditions. A big "THANKYOU" from Aero Club members and

other guests to Wade, Brett, John, Leanne, Steve and Murray, and to Murray Woods for the music.

The photo below, courtesy of Judy Haaren, shows a cross-section of those present.



SANTA CLAUS...Something a little different from the internet!

SANTA CLAUS : An engineer's perspective ...

1. There are approximately two billion children (persons under 18) in the world. However, since Santa does not visit children of Muslim, Hindu, Jewish or Buddhist religions, this reduces the workload for Christmas night to 15% of the total, or 378 million (according to the Population Reference Bureau). At an average (census) rate of 3.5 children per house hold, that comes to 108 million homes, presuming that there is at least one good child in each.

2. Santa has about 31 hours of Christmas to work with, thanks to the different time zones and the rotation of the earth, assuming he travels east to west (which seems logical). This works out to 967.7 visits per second. This is to say that for each Christian household with a good child, Santa has around 1/1000th of a second to park the sleigh, hop out, jump down the chimney, fill the stockings, distribute the remaining presents under the tree, eat whatever snacks have been left for him, get back up the chimney, jump into the sleigh and get on to the next house. Assuming that each of these 108 million stops is evenly distributed around the earth (which, of course, we know to be false, but will accept for the purposes of our calculations), we are now talking about 0.78 miles per household; a total trip of 75.5 million miles, not counting bathroom stops or breaks. This means Santa's sleigh is moving at 650 miles per second --- 3,000 times the speed of sound. For purposes of comparison, the fastest man-made vehicle, the Ulysses space probe, moves at a poky 27.4 miles per second, and a conventional reindeer can run (at best) 15 miles per hour.



3. The payload of the sleigh adds another interesting element. Assuming that each child gets nothing more than a medium sized Lego set (two pounds), the sleigh is carrying over 500 thousand tons, not counting Santa himself. On land, a conventional reindeer can pull no more than 300 pounds. Even granting that the "flying" reindeer could pull ten times the normal amount, the job can't be done with eight or even nine of them --- Santa would need 360,000 of them. This increases the payload, not counting the weight of the sleigh, another 54,000 tons, or roughly seven times the weight of the Queen Elizabeth (the ship, not the monarch).

4. 600,000 tons traveling at 650 miles per second creates enormous air resistance --- this would heat up the reindeer in the same fashion as a spacecraft re-entering the earth's atmosphere. The lead pair of reindeer would absorb 14.3 quintillion joules of energy per second each. In short, they would burst into flames almost instantaneously, exposing the reindeer behind them and creating deafening sonic booms in their wake. The entire reindeer team would be vaporized within 4.26 thousandths of a second, or right about the time Santa reached the fifth house on his trip. Not that it matters, however, since Santa, as a result of accelerating from a dead stop to 650 m.p.s. in .001 seconds, would be subjected to centrifugal forces of 17,500 g's. A 250 pound Santa (which seems ludicrously slim) would be pinned to the back of the sleigh by 4,315,015 pounds of force, instantly crushing his bones and organs and reducing him to a quivering blob of pink goo.

5. Therefore, if Santa did exist, he's dead now. Happy Christmas.

Coming Events

Your committee is still working on the 2001 calendar - it takes quite a concerted effort to juggle everything. When complete, we'll mail a print copy to all members. Although there'll always be some changes as the year progresses, we'll make every effort to stick to the advertised calendar - especially fly-aways and club days. Here's the first few months...

JANUARY

Fri 5	Informal flying & BBQ
Wed 10	Committee meeting
Fri 12	Informal flying & BBQ
Fri 19	Informal flying & BBQ
Sat 20	Club Trip - Open Day at RAAF Base Williamstown, Fighterworld museum, Vintage aircraft fly-in. Separate notice out soon.
Fri 26	Australia Day - Informal flying & BBQ
Sun 28	Club Day - Flying & Social, combined with seminar on NAIPS etc in the afternoon.

FEBRUARY

Fri 2	Informal flying & BBQ
Sat 3	Basic Theory for Junior Members and others - Engines and ancillary equipment.
Fri 9	Informal flying & BBQ
Sun 11	Orange Airport Emergency exercise conducted by LEMC. Aeroclub will act as a resource for the police as required.

FEBRUARY (cont)

Wed 14	Committee Meeting
Fri 16 to Sun 18	Australian International Airshow at Avalon Airfield near Geelong Vic. Club will be attending and selling Art Union Tickets as well as checking out the flying & static displays.
Fri 23	Informal flying & BBQ
Sun 25	Club Day Flying Competition & Social. This will be a scoring round of the Pilot of the Year Competition.

MARCH

Fri 2	Informal flying & BBQ
Sat 3	Basic Theory for Junior Members and others - Flight Theory, Airframe, Effects of Controls, Flaps, Checklists.
Fri 9	Informal flying & BBQ
W/E 10/11	Club Trip - Ozkosh Down Under - Ballarat Vic. Plenty of interesting activities in the area as well as the airshow activities. Selling tickets too!

