

Orange Aero Club



Newsletter - May/June 1999



Message from the President

Our Club Competition day on Sunday 20 June produced one of the most perfect days for flying that I can remember experiencing. Clear blue skies and nil wind caused many of us not to want to point our aircraft back towards the aerodrome. It's a shame that so many of you were not able to make this day, to enjoy the flying, the food and the company.

These club days and competition days are excellent value - not only do we get to enjoy each other's company and partake of good food, but we also practice some skills that may one day save our life! I'd like to take this chance to thank Ross for the great job he does in organising these days, and encourage all members to come out and share in these activities.

Your committee meets monthly to discuss issues that arise, and plan for your club. These office holders give their time freely, and I thank them. Our past meetings have discussed many matters which have included the following:

1. Repairs to ARK following partial engine failure
2. Cross-hiring of FYL
3. Planning for our Annual Presentation night
4. Our Annual General Meeting
5. Recruitment of juniors
6. The NSW Interclub Flying Comp

Further details are included in separate articles in this newsletter.

Please note that ALL club members are welcome at Committee meetings, and in fact your ideas would be most welcome.

We have had preliminary discussions with Bathurst Aero Club concerning a social cricket match. We hope to have this planned in the next few weeks, and will advise the details when they've been agreed. It would be a family fun day, probably in Orange, and would include BBQ lunch, appropriate liquid refreshments etc. There is a trophy in Bathurst's clubhouse for cricket comps between the two clubs, dating back to the old days of the Orange club. Maybe we'll be able to bring it home!

It's very encouraging to see the level of activity being generated in theory classes and then flying training. This is a very sure way of building the club, and Daniel is to be congratulated for the time and effort he's put in to date. I'd also like to thank Rob Glen, CFI of Forbes, for his assistance to us in providing the vehicle for our training.

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Charles Thompson has bought himself a new toy in the form of a 260HP Radial engined PZL Wilga! This is an exciting and unusual addition to the aircraft scene here in Orange, and we as a club will embrace this aircraft. It'll be available for those members who are suitably qualified to fly it.

Charles is very excited about his purchase, and plans to take it to as many fly-ins and shows as he is able. Charles and the Wilga will be the feature article in the next issue of the newsletter, due out late August.

Prefer to receive this by email? Join the mail list on the [OAC Website at http://users.netwit.net.au/~pidcock](http://users.netwit.net.au/~pidcock) or email [the editor at pidcock@netwit.net.au](mailto:the_editor@netwit.net.au)

Feature Article for This Issue



DHC-1 CHIPMUNK

The first chipmunk flew from the De Havilland Canada plant in Toronto on 22 May 1946. It used the same 1930's vintage 145 HP Gypsy engine as the Tiger Moth biplane it was built to replace. De Havilland in the U.K. was heavily occupied with other projects at the end of World War II, and handed the design and initial production of the trainer over to the Canadian side of the company.

What resulted was a rugged, metal & fabric, fully aerobatic, low wing tail dragger, perfectly at home on a grass strip.

Chipmunks trained members of all three British armed services as well as the Duke of Edinburgh and his son, Prince Charles. It was used by the Air Training Corp. which introduced young people from 13 years of age upwards, to the basics of military flying. Also 16 government-sponsored University Air Squadron units, that signed up older students interested in a flying career. The ATC later AEF (Air Experience Flight) and UAS placed a nation of novice aviators in Chipmunk cockpits, many of whom went on to an aviation career.

The Korean War and Britain's involvement saw an expansion of the RAF to cater for additional pilot training. Of the 1283 Chipmunks built, 1000 were in the UK, 217 in Canada and 66 in Portugal. The last one to be constructed was in 1961 built by the Portugese. At the end of the Korean War, surplus aircraft were sold to the Commonwealth countries, including Australia and New Zealand, for use as a trainer with the aero clubs.

The Chipmunks' career with the RAF was between 1949 and 1996, when together with the British Army and Navy aircraft they were retired from active service. Two have been retained by the Battle of Britain Memorial Flight as tailwheel trainers for jet pilots before they converted onto the WWII aircraft - Spitfire & Hurricane.

During their period of service they were used operationally in Cyprus and Germany. In Cyprus, during the Eoka Uprising being used for liason and observation duties. In Germany the Chipmunks were used to maintain Britain's "Right to Fly" the Berlin airspace. When Germany united, the role was not required, and in 1994 the Chipmunks were retired.

In 1997 all retired RAF, Army and Royal Navy Chipmunks were sold at auction by Sotherby's in London.

They went to countries all over the world, and included WB 567 which went to John Ellis of Orange NSW.

WB 567 is the oldest UK Built Chipmunk in Australia, with construction No 0019 of December 1949. It's first posting was with the Cambridge University Air Squadron and after several moves completed 46 years of service with the RAF No 12 Air Experience Flight, Turnhouse, Scotland.

The aircraft was delivered to Scone in a container with two others, and assembled by Colin Pay. The current RAF red and white colours have been retained, including the roundals. An electric starter has replaced the six barrelled cartridge starter, and as all military radios were removed, a civilian com and interphone unit has been installed.

John Ellis



John Ellis is a founding member of the re-formed Orange Aero Club, and currently serves on the committee sharing the treasurer's position with Phil Bryon.

John's aviation career has extended over a period of 48 years, during which time he has logged 18200 hours.

At the age of 16, John completed his first solo in a DH82 Tiger Moth, then subsequently went on to start his career with Bush Pilot Airways based in Cairns, flying Austers and Cessnas.

The bulk of John's flying comprised a 30 year stint with Qantas, rising to the position of Senior Check Captain. During this period, John saw service on the L1049 Super Constellation, the DC3, DC4 and Boeing 707 and 747.

The early retirement didn't last long, however, as John took up a position in Taiwan flying 747's for Mandarin Airlines as a Training Captain. He fortunately survived this period, returning to Australia to take up a position as Check Captain with Ansett International on the 747 and as a simulator instructor.

In 1998 John retired yet again (this time he says it's for real!) and spends his time farming and recreational flying his DHC-1 Chipmunk, as well as all the usual grandfatherly stuff.

John's extensive aviation experience, his many skills and approachable and helpful nature make him a valuable asset to this club.

Details of WB 567

Registration: VH-JHN
Engine: 145 HP Gypsy Major 10 Mk 2
Propellor: Fairey Reed Fixed Pitch
Cruise Speed: 90 knots
Consumption: 28 litres/hour
Endurance: 2.5 hours
Stall Speed: Flaps down - 43 kts
Flaps up - 47 kts



Product Road Test

Recreational pilots are always looking for ways to make the planning aspects easier, perhaps to make up for the lack of experience most of us are stuck with.

A new release from Sentient Software - AirNav VFR PC Flight Planner - promises to do just that and more, and all for only eighty bucks!

The program uses digitized versions of CASA charts for route selection, and once your aircraft details have been entered into the data base, it takes only a few mouse clicks to enter the route. Select your altitudes, refuelling points and loading, and weather on the day and you're ready to print out a CASA flight plan.

A great bonus is the ability to also print a Flight Schedule, which can be customised with notes for change of coms frequency, landmarks to look for etc. This can then be used as a reminder and flight log.

Version 1.0 covers South Eastern Australia, and includes WAC's, VTC's and ERC's Low for this part of the country. More charts to be added soon as an update package.

To find out more about this great program, and take advantage of the introductory price of \$60 till June 30, Phone Paul Boxer on 03 9646 0231. If you're using a phone/fax, you can request an info sheet and order form. Don't forget to mention Orange Aero Club when you order!

AirNav VFR - Flight Schedule JIA												Page 1																							
07:30	Arrive at Airport for 15 min loading and pre-flight																																		
Leg 1 : Orange to Lightning Ridge																																			
15 min taxi and run-up time																																			
Confirm 288 litres of fuel on-board												AID																							
08:00	Take off from Orange and head 341 towards Wellington											<input type="text"/>																							
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Confirm and log 259 litres of fuel remaining (259 min)																																			
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Sample of the printed Flight Schedule

Membership - How's it Going?

At the time of writing this newsletter, we have 32 members on the books - 30 renewals and 2 new members.

A big welcome to Tom and Melanie Capell who've recently moved into the Orange area, and to David Weston from Cumnock. We hope to see you at many of the club activities, and making use of the club aircraft.

I know that a couple of members have moved out of the area during the year, including our first treasurer Gavin Cook and Adele who've moved to the Belmont area, and Jim & Susan Yates who moved to Darwin. Hopefully these people will continue their interest in flying with a club in their local area.

A strong membership base is one of the basic requirements of any club, so please see if you can talk to neighbours, friends, work associates with a view to having them join us. Your committee is really pleased with the club members' achievements over the last year, and with your support we'll continue to grow and prosper, and the whole community will benefit as a result.

We've just recently introduced a new membership category - Student Member. This is open to all full-time students at school, TAFE or University under 21 years of age, and costs just \$10 a year with no joining fee!

We want to encourage junior membership, and will be asking pilot members to take a junior member along whenever they have a spare seat available.

Flying Training

Daniel has been kept pretty busy with theory training which continues to strengthen and grow steadily. Private, Commercial and Instrument Rating courses are progressing well, with examination dates being set soon. Members are welcome to join a class at any time if only to sit in and refresh, or just out of interest.

Flying training student numbers seem to increase weekly even though aircraft availability has been difficult whilst ARK is out of action. Many thanks to the Forbes Aero Club and more recently Tony Slade for making aircraft available.

For information on both theory and flight instruction, please don't hesitate to give Daniel a call on 6362 3781 or 0407 481163.

When even your best isn't good enough!

I was demonstrating an ILS to a former Private Pilot student while my wife was in the back seat. For once, thanks to calm air, I nailed it perfectly. The only instrument with a moving needle on the entire panel was the altimeter.

My wife asked what was guiding me to the runway. I pointed to the CDI and GS needles and told her how I get lateral and vertical guidance from them.

"How can you get any guidance from those?" she asked, obviously puzzled. "They're not moving!"

Search and Rescue Training - Robert Alford

The search and rescue training for Orange and district aviation crews is still alive. The Australian Aerial Patrol has made application to AusSAR for funding for the two day training to cover search and rescue observer training and also rescue box deployment from aircraft. At this time, AusSAR is unable to fund the \$3500.00 need to cover the cost of materials and aircraft required for the training.

An approach was then made to The Orange Exservices Club to fund the training as a community project to offset taxation payments for their gaming machines. This was unsuccessful as their fund allocation is done at the beginning of each calendar year.

I am trying some other sources of funds, but if any member knows of any means of raising the \$3500.00 please let me know so it may be followed up. This project by your club is of great importance to this area of the state as no other area in this part of NSW has training search and rescue crews available to crew search aircraft.

The service we can offer would be of great value to all pilots and crews who are flying in any aircraft together with people who enjoy bush walking and four wheel driving.

The training that is planned would allow for up to 15 people to be trained. These people would be from the aero club and other interested people from Rural Fire Service, State Emergency Service and the general public.

If you can help in any way please contact me on 63626068, or Fax 63624426, or E-mail rjalford@mpx.com.au



Unusual Aircraft Visit Orange

The traffic at Orange airport at times on Sunday 6 June was pretty heavy - at least by Orange's normal standards. Earlier in the day I'd taken some of the Air Training Corps Cadets on a flight over Orange town in BAC, the Archer 3 from Bathurst Aero Club, and on returning I ended up joining the circuit downwind for runway 29 - as Number Five in the sequence! There were an Archer, two Jabiru's and a Tri-Pacer in front of me!



Later in the day, whilst heading off for a fly in Murray Wood's Jabiru, we got stuck at the holding point due to arriving aircraft for nearly twenty minutes!

Our delay was due in part to the arrival of three aircraft with the company name "Murchison Relines" painted on them. I guess they were part of the program at Cadia Mines, which was due to shut down that week for maintenance.

The aircraft pictured at left is a Britten-Norman Trislander - a 3 engine version of the B-N Islander, the prototype of which first flew on 13 June 1965 from the company's plant on the Isle of Wight. It was originally equipped with two 6 cylinder, 210 HP Continental engines, but these were replaced with 260 HP Lycomings on the re-designed production ver-

sion, which first flew as the BN-2 in April 1967. There was only one marque of the stretched, three engine version, called the BN-2A Mk III, which appeared in 1972. It was produced as a 17 passenger commuter plane, although the plane pictured was configured for passengers and freight.

At the same time (we're still on the grass at the holding point!) two Cessna 337's (or maybe the earlier 336's) wearing the same company markings also taxied in. These aircraft caused something of a stir when first released in 1963, its unique twin boom, "push-pull" twin engine configuration departing radically from the accepted "norm" of what a 4/6 seat light twin should look like.

Cessna called the concept "Centre Line Thrust", and its big advantage over conventional twins was the elimination of asymmetric handling problems with an engine out situation.

There were 195 of the early 336's built when the re-designed and more powerful 337 replaced it in February 1965. Interestingly, single engine performance was notably better on the rear pusher engine than on the front tractor engine, to some extent settling an age-old argument.



Aircraft information from "The Light Aircraft Guide" by Stewart Wilson.

VH-ARK

At the recent 100 hourly, engineer Charlie Camilleri recommended that we consider giving the aircraft a top overhaul, as it was a half life engine, and some of the compressions were less than desirable.

Then the aircraft suffered a partial engine failure, when a valve guide failed, and the broken piece hammered around in the cylinder, closing the plug gaps over. Fortunately, Charles Thompson nursed it into Mittagong without further damage, and the decision was taken to have the top overhaul completed.

Charlie advises that the repairs should be completed, and the aircraft back in Orange around the 25 June.

Stop Press...

Repairs to ARK were completed and the aircraft flown back to Orange on Friday 25 June. Apparently it performs well. Now all we have to do is pay for Charlie's work!



VH-FYL

Tony Slade approached the club asking if we were interested in using his aircraft as well as our club aircraft. The great news is that this aircraft is now available to members on the same terms as the club aircraft. The booking arrangements are the same too - call Daniel and he'll arrange the booking with Tony.

FYL is a better aircraft for longer distances, and performs better under load. It's equipped with ADF, VOR, Dual VHF coms, Mode C Transponder and moving map GPS.

The first com set is incorporated in the GPS and has active and standby frequency selection. The plane is also NVFR category, and will be used for our club night flying socials.



Working Bee

We'll shortly be calling another working bee to spread some more elbow grease on ARK. I needs a good cleanup both internally and externally. Got to get that paintwork back to its 3/10!

We also need to carry out a few jobs at the clubhouse. With all the evening activity we need to install some motion triggered lighting so people can see their way round on these dark winter nights, lay some paving bricks in the barbecue area, overhaul the barbecue before it collapses under the weight of steaks and I'm sure there's a few other jobs, too.

Don't forget the Annual Christmas Dinner and Presentation Night at Duntryleague on Saturday 6 November!

Annual General Meeting

The AGM will be held on WEDNESDAY, 11 AUGUST and will be much more than just another meeting. It will be a celebration of our first year as Orange Aero Club!

The minor details, such as location, have yet to be finalised, but the important thing is to set the date now. All members are asked to come, and bring along any friends and potential members to help make the night a success. Bob promises to keep the formal proceedings required under the rules to a minimum.

Should any member wish to move a special resolution at this meeting, he or she must give written notice to the secretary no later than Wednesday 14 July. This is necessary to allow time to give members the required 21 days notice of the AGM and any motions to be put.



Recent Club Activities

If you didn't make it to our big **Open Weekend** on 5 & 6 June, then you missed out on some great flying, a wide variety of aircraft and an ongoing friendly social atmosphere throughout the weekend. A big thanks to Bob, Lorraine and John from Millicer Aircraft Industries for demo-ing the Airtourer 160.

Thanks also to Steve Curtis, Charlie Camilleri and Barry Hanchard, who provided the backbone of the weekend as far as training was concerned, and to members and visitors who helped make the day a success.

For more photos of this and other club events, check out the OAC Website at <http://users.netwit.net.au/~pidcock>

Our first **Night Flying** practice went off well, with the weather improving just in time. We had to bring VH-CIY up from Bathurst, due to a problem in the landing light in FYL. Two members who already hold NVMC or Instrument ratings used the evening for practice, and three others got their first taste of night flying under Daniel's tutelage. Maybe they'll look at a rating in the future?



Charlie Camilleri's DH82 Tiger VH-PUI



Bob McGillivray's Glasair VH-AYE



Carl Nielson's Thruster

Part of the Dinner Crowd at the Patmos Restaurant in Orange



Steve Curtis's Citabria VH-RRW



Millicer Airtourer 160 VH-BWG

The **Club Comp** day was held in near perfect conditions on Sunday 20 June, in the format which is used in NSW Interclub Competitions. Unfortunately, a lot of regulars were away or otherwise committed, but some additional interest was generated by visitors and potential members.

Although five members took part in the comp, two elected to use it as a training exercise, and the other three ended up on almost identical scores! There were some pretty impressive results, too, but Ken has the distinction of selecting the only marginal option from about seven perfectly good choices, to come very close to stuffing the forced landing segment!

The day was nicely rounded off with a trip to Bathurst to return CIY, and of course FYL had to be taken down to pick up CIY's crew and bring them back to Orange.



The Orange Aero Club Newsletter is produced six times a year in February, April, June, August, October and December, and is sent via email to those members and other clubs who have requested it. The email version is in Portable Document Format and requires Adobe Acrobat Reader, available free from the website!

Contributions are welcomed, and if possible should be prepared in plain text (*.txt) format and emailed to the editor, or sent on IBM formatted floppy disk. Typed or handwritten copy is still welcome, as are good photos suitable for scanning. Deadline for next issue is Sunday 15 August.

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