



# Orange Aero Club

## Newsletter - Sept/Oct 2000

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The Wade Air  
&  
Orange Aero Club  
site at the  
Australian National  
Field Days,  
Borenore  
19-21 October.

## Notes from the President



Its hard to believe that the year 2000 is drawing to a close already. It only seems like yesterday that we were all wondering if the Millennium Bug was going to bring an end to life as we know it.

And the Sydney Olympics went off in spectacular fashion, without any of the potential problems relating to transport occurring. Perhaps Kingsford Smith Airport can still serve Sydney for a couple more decades without building Badgerly's Creek

and without kicking Hazeltons out to Bankstown.

Its easy to be brilliant in hindsight, but I can't help wondering if we don't sometimes over react to what *might* happen - the worst case scenario!

Elsewhere in this issue, you'll find reports on recent activities like the AOPA Forum & Fly-in, The Australian National Field Days and club days. Our Junior Training program is drawing to a close - the first round, anyway- we'll be continuing basically while ever there's a need.

The club aircraft - ARK - has been performing well lately and the time is drawing near to do the repaint job courtesy of Ian Charlton, while Dennis is steadily repairing and refurbishing interior trim.

I mentined briefly in the last eNews, that a small sub-committee is working on a five year plan for development of the club. This process of self examination and planning is a sound business approach, and is just as applicable to our Aero Club. All members will soon receive information and will be asked to contribute their own personal ideas on what they expect from the club, then these will be collated and refined and a shorter but more detailed

document circulated again. In this manner we hope to obtain a clear direction for the development of the club, according to the wishes of its membership.

A recent visit from the RAAF took us by surprise, when a DHC4 Caribou landed on the grass just as we were packing up after a Friday fly & BBQ. There's some more detail & pictures inside, but the upside as far as the club accounts are concerned was the sale of \$4,800 worth of avgas! That's more than a year's worth!

Unfortunately, we have had to put the hire rate for ARK up, due to increased fuel costs and also a small increase in the insurance premium. Rates are now \$125 per hour, reducing to \$110 per hour for the second and subsequent hours of any one daily hiring.

Safe flying (and socialising!).

### 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

## Australian National Field Days

You can usually rely on Field Days to bring out the worst in Orange's weather, and the first day this year was no exception!

We'd arranged to meet at the airport at 6.30 am to load the Vision and Enfield motor bikes and whip out to the site, set up and be ready for the crowds at about 10 am! Well, the wind, rain and low cloud all conspired to make us change our mind!



*A good position, right next to the company demonstrating bird scare equipment!*

The day did improve (it could hardly have gotten worse!) and we trundled all the gear out about 5.00 pm and set up ready for the hoardes of customers next day.

The seasoned exhibitors reckoned that there were hardly any visitors, and those that did visit didn't spend any money. The club's experience selling Art Union tickets would tend to support that - our total sales over the two days being 44 tickets. The weather continued to improve, and by mid afternoon was just about perfect, and this continued through to Saturday.

Those club members who were able to assist did a great job, not only with the promotion of the Art Union, but promotion of Wade Air's products generally. Wade reports sales of two motor bikes, possibly one Vision aircraft and several GPS receivers and locator beacons.

## Fund Raiser Chocs

Have you tried the fund raising chocolates at the club room?

These come in packs of 20 assorted bars which sell for \$2.50 each, all packed in a handy carry box.

If you're a regular chocolate eater, or if you have a business which could offer these for sale to staff or customers, why not consider buying a box?

A box will cost you \$50 up front, and you'll get your money back in dribs & drabs! What deal could better that!

Contact Ken on 63654270 to order.



## New Members

We've had nine new members admitted either since the last newsletter was produced, or just before it. **Greg Hallett** was introduced to the club by Bob Nash. He's a mechanic who specialises in LPG conversions at his William Street business LPG 2000. Greg doesn't fly, yet, but we're working on him!



**Ian Charlton** is currently learning to fly in the Jabiru under instruction from Philip Martin, and is getting pretty close to taking his first solo. Ian works with the Department of Land & Water Conservation in Orange, but had a previous career as a spray painter! No, no. We didn't lure him into the club just to paint ARK - he volunteered to do that! Ian has also volunteered to set up and maintain the club website - something which suits me greatly, since I'm struggling to keep the site current and interesting.

An addition to the ultralight pilot's fraternity is **Dave Vaughan** who has a two place Thruster which he keeps on the family property at Yeoval. A lot of Dave's flying has been done out of Pretty Plains strip, and we welcome him to the Orange Aero Club. Hopefully we'll see him and his family at many club activities. Dave works for Thermalair in the air conditioning field.

I've yet to meet **Alister Lee** who comes from Maryvale near Wellington. I have, however, met his aircraft, which is hangared at George Phillipson's property at Maryvale, just a couple of weeks ago when Jenny & I called in on George and Fran. This aircraft is a sleek little single place fibreglass Sapphire which used to belong to Rob Williams in Orange. Alister holds a GA licence as well as the ultralight. Photo to come.



From Spring Hill, student member **Adam Lewin** has joined the ranks of our juniors. He's 13 years old and a student at Orange High. Adam brought his whole family along to the last club day, which was great! So far, Adam's had a few runs in the Jabiru and the Wilga.

Curtis's mum, **Bernadette Bird**, has joined up as an associate member, and is keen to become involved in club activities. Bernie's been in light planes quite a few times, I believe, so maybe she'll end up learning to fly too.

New member from Bathurst area is **John Bestwick**, pictured here with his girlfriend Sanya. John aims to pursue a career in aviation, and has just started his Commercial Training with Jerry Trevor-Jones at Star Air Charter. John's also buying into the Citabria CIW, and will be starting his tailwheel endorsement soon.



Then there's **Milton Oborn**, who lives just off the end of Runway 11 at Spring Hill. Milton's been around flying circles for many years, and flies a Chinook ultralight which he keeps at Pretty Plains strip. Milt's also commenced training for his GA licence, but I understand he's not in a hurry to complete that!

Last but not least is new junior member **Steven Ridgewell** who was admitted at the meeting held on 7 Nov. Steve is one of our youngest at nearly 12, and will provide some good company for Curtis. Steve goes to Orange Public School, and has already been to a couple of Friday club meets.



A big welcome to all these new members! Please put forward your ideas and suggestions for what you want from the club, and look for ways in which you can contribute too.



## AVIEX 2000

On Sunday at least, it was hard to get a photo of the Wade Air stand, due to the number of people milling around. The picture at right shows three of our Junior Members in their promotional tee shirts, doing a great job of attracting lookers to the stand.

The public day, which included the air show, must be hailed as a great success, and even though the weather in Orange was pretty dismal, at Bankstown there was no rain till the whole event was over and the pack up was well under way.

The club sold 76 tickets throughout the four days, and although we'd have liked to have sold ten times that, it was worth the effort. The show and exhibitors planes and equipment was excellent - we all had time to wander amongst the exhibits and enjoy the display.

There were some very unusual aircraft on display, as well as some familiar to us all. Ultralights and light GA aircraft were represented - strong representation from helicopters including an Agusta Koala similar to that which will soon be living in Orange with Careflight. Right through the larger GA and Executive jet aircraft range up to military stuff like the C140 Hercules, the Neptune and Blackhawk helicopter.

Impressive displays from radio controlled models started the air show, and it finished with the fantastic display of precision formation aerobatic routines by the RAAF's Roulettes. In between, many solo aerobatic routines, fly pasts, demonstrations and lots of good healthy aircraft noise & smell!



A few of the aircraft from around the traps are shown above - Top Left: the Eagle 150 with it's unusual semi-canard wing, top centre: the Rotorway Exec kit built helicopter, top right: a Pitts Special aerobatic bi-plane from Sydney Aerobatic School. Bottom left: a Robin 2160 aerobatic trainer also from Sydney aerobatic school, and bottom right: the Slepcev Storch, - the ultimate slow STOL aircraft based on the Feisler Storch.

### Annual Presentation Dinner

The clubs 3rd Annual Presentation Dinner and Christmas get together  
will be held at

The Patmos Restaurant, Lords Place Orange  
on Saturday, 25 November at 7.00 pm for 7.30 pm

All Welcome!

A fixed menu, three course dinner will cost \$35 per person

Drinks to your own account

RSVP 20/11/00 to Bob Nash - 6361 1101 or Ken Pidcock - 6365 4270

## Crossing The Ditch

Earlier this year, several of our club members attended the 'Warbirds over Wanaka' air show in New Zealand and were befriended by Richard & Sue Campbell, who subsequently flew the Tasman Sea in their Mooney.

The following article was written by Sue, and is reproduced in four parts with her permission

The idea was by no means new. Many others had done it and with great success. Ferry pilots do it all the time! But my husband Richard had held a personal ambition to fly the Tasman in a light aircraft, the ultimate dream being to fly it in one's own aircraft. This idea was frequently dropped into conversation, usually bolstered with colourful stories of what other flyers had done and how GPS made navigation much more accurate and trustworthy.

It was now 3 years since we had completed the rebuild of our Mooney 201. We had flown more than 200 hours in her all over NZ so we were comfortable with her handling and performance. Now it was time for a bigger challenge. Over a period of more than 12 months idle talk began to turn into possibilities. The idea grew to include exploration of some parts of Australia (no point in going there and back without seeing the country!). Possibilities crystallised into firm plans. We were definitely going to cross the big ditch!

Friend and part-time instructor Dawson Boles was keen to join us on the trip so our crew totalled three. 1 Mooney + 2 weeks + 3 pilots - this was our formula for some exciting and challenging flying.

Serious preparation began towards the end of May this year. The first step was to acquire Australian charts and publications, as we intended to travel as far west as Ceduna, a small town in South Australia. These were easily ordered via the Airservices Australia site on the internet and arrived about 8 days later. We needed WAC charts, VNCs (Visual Navigation Charts), VTCs, a VFG, the ERSA (Enroute Supplement Australia), the PCA (Planning Chart Australia) and several other publications. We ended up ordering some items we did not really need. The whole lot was reasonably priced in Australian dollars but by the time freight and exchange differences were added the cost was \$250.00. The consolation is that not all of the charts expire on a frequent basis and so can be used again in the future.

One of the keys to a successful undertaking like this is careful planning - so we prepared our paperwork with different scenarios in mind, particularly for the oceanic legs. The route planned was NZAA - YSNF (Norfolk Is) - YLHI (Lord Howe Island) - YSCH (Coffs Harbour, NSW). We prepared our international flight plan to YSNF on conservative speeds and submitted to Christchurch by fax the night before departure, requesting confirmation of acceptance. We planned to spend our first night at Norfolk Island but also prepared flight plans as far as we could for the next two over-water legs. We sketched out a rough route for flying in Australia but because we could not predict the weather too far ahead we did not prepare this aspect in any detail. Instead we had read up on differences in circuit joining, flight notifications, RTF procedures and airspace definitions. We also talked to experienced ferry pilot John Verleun for extra tips and advice.

Other things that needed to be done as part of the preparation: aircraft maintenance (we had the aircraft serviced with a 100 hr check and ARA), hired a liferaft and EPIRB and borrowed a second EPIRB kindly offered (you can't have too many!). We also bought a second-hand HF radio, borrowed a tuner for same and arranged for an HF aerial to be fitted and the radio tested. The HF radio is not mandatory for a VFR flight but believe me it is very reassuring to have when out of VHF range and is preferable to relying on airline traffic to relay position reports.

Rather late in the process we thought it would be a great idea to try for FAI speed records over the legs we had planned. I contacted the RNZAC's Ray Woolford and Colin Allison who were very helpful and prompt. Colin issued us with FAI sporting licences and Ray provided all the forms and a copy of the rules. The FAI also has a very useful web site from which you can check the status of any record registered for any record type for any class of aircraft in the world and check out the rules in detail. A flurry of faxing was required by us to establish contact with parties at each end of any leg we wanted to register a claim for. This meant liaising with and sending forms to ATC at NZAA, with staff at Norfolk Is Airport, the Lord Howe Island Ports Manager and ATC at Coffs Harbour. I was beginning to wonder if it was going to be worth it considering the time it took to set up and with our deadline departure date of Sat 17 June rapidly approaching.

Our preparation included purchasing windows-based flight planning software which covers Australia and NZ, loading it onto a laptop PC and setting up our planned routes. This did not mean we did not rule lines or study the charts but it did save a lot of manual calculations. We also checked all



*Approaching Lord Howe Island*

calculations against the flight planner within the portable GPS.

The 2-3 few days before departure were a blur as last minute things needed to be done. We set up tentative meetings with friends in NSW and South Australia. All our contacts offered advice or assistance, which was gratefully received. We checked weather synoptic charts on the internet at least a couple of times a day. A low pressure system in the south Tasman looked likely to spoil our plans.

Two days before departure we drove to Auckland Airport to clear Customs. Customs policy had tightened - all light aircraft departing must leave from a Customs airport or arrange and pay for a Customs inspection at another agreed airport (eg. Kerikeri). We elected to depart from Auckland. We had planned to depart from Kaitia with a full load of fuel but with an over 9-hour endurance at 65% power we could still comfortably make Norfolk Is and return. This change now made it possible to try for a speed record from NZAA to YSNF, something we had not set up. So after a few phone calls and faxes this was arranged too.

We received via the Met Service in Wellington a faxed package of tailored weather at 5.30am on the morning of departure. This showed that the low was passing just to the south of Lord Howe Is and should not affect our



## Crossing The Ditch (cont)

flight to Norfolk Is but we would have to keep a close eye on it for the next day's flight. The upper winds forecast were light and variable and our track would take us into a well-spread high pressure system! We could not believe our luck. Richard reckoned it would be good around the shortest day - and he was right.

We did not want to be taking off from our home base at North Shore airfield with our full load of 400 litres so we pre-arranged the BP tanker to meet us at NZAA at a certain time, together with Customs to give us a clearance. Friend and North Shore Aero Club member Marie Davie came to the hangar to see us off and give us some home-baked biscuits. We were touched by this gesture. Everything was packed firmly in place. The liferaft was placed on the spare back seat. All other emergency gear was also the responsibility of the back seat pilot and was positioned to be within easy reach. We all wore our lifejackets. It was just light as we got airborne into the still morning and headed for Auckland Airport. The tanker and Customs were waiting on the International apron for us as promised. All this went smoothly except for us having to recall Customs back to the tarmac because they had taken away the one vital piece of paper we needed to submit at Norfolk Is!

We checked the HF radio as we were taxiing out and were airborne at 2033, slightly ahead of flight planned time. We were now ZK-MNY for the next two weeks, not just plain MNY. Auckland ATC took our 'wheels off' time as arranged. We stayed low for a good half an hour due to cloud cover. About 30 mins before the NBD KT we climbed to our domestic

flight-planned altitude of 7500' then once outside the Auckland FIR to 8500' (Auckland Oceanic VFR cruising level). As forecast the winds were very light, mainly easterly varying between 5 and 10 kts! As we departed NZ the cloud lessened, as expected, and was just lightly scattered. And the visibility was about 100km in all directions.

At NOMER (our first reporting point) we were ahead of our conservatively planned time. The 'hostie' in the back seat (Richard on this leg) broke out Marie's beautifully wrapped biscuits to find she had inserted several funny jokes and some words of encouragement in with the goodies.

We made contact with Norfolk Radio about 100nm out. We had faxed our flight plan to them the day before - they like to know that you will be arriving and when. In fact the ERSA says 24 hours notice is required; this is allow notification of Customs and the refueller. It was sunny with light winds at Norfolk. The crew of a departing RAAF Andover waited courteously for us to land and our 'wheels down' time was relayed to Jan (pronounced 'Yarn') Menzies in the Flight Office (who cannot see the runway threshold). We made a good time - 4 hours 2 mins 20 secs averaging 146 kts; this included takeoff, climb, circuit and landing. For FAI purposes the speed is converted to kph, so we achieved 269.8762 kph which we believe has provisionally broken the existing record set by well-known aviator Mat Wakelin in a C177 RG.

*Next issue, the crossing is completed and the Mooney makes its way to Orange.*

## Club members packing up after the Friday BBQ on 3 Nov were pretty surprised when the DH4 Caribou landed on runway 22 just on dusk. They were even more surprised when they nosed up to the fuel pump and said "fill 'er up"!

It wasn't quite like that, but they did buy a lot of fuel over the weekend - four & a half thousand litres in fact! This is more than we use in ARK for the year!

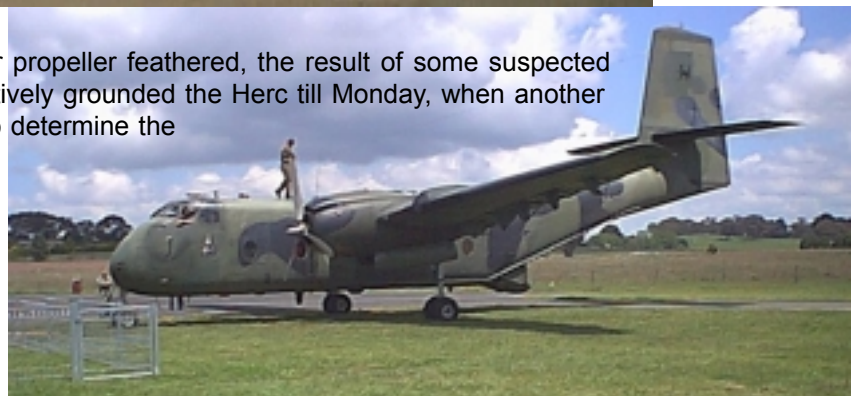
The crews of A4-152 and A4-299 were great - they let the junior members climb all over the aircraft and were happy to explain and answer questions whenever they could. We lost Curtis in the bowels of one aircraft for a full hour!



The Hercules transport from Richmond paid a short visit on Friday night, then returned Sunday afternoon. The

photo above shows the starboard outer propeller feathered, the result of some suspected engine overheating damage. This effectively grounded the Herc till Monday, when another flew in with engineers who were able to determine the cause of the problem and fix it.

Meanwhile, one of the Caribous had a nosegear problem which grounded it temporarily, which left one Caribou to carry out the primary task of transporting the Army Reserves back to Wagga and Canberra.



Even it had some problems - a transponder failure which nearly prevented it from going into Canberra airspace!

And now we hear that our Prime Minister spent half a day in Darwin due to the breakdown of not one but two Boeing 707's from the VIP fleet!

Perhaps our RAAF has a problem?

## Sydney to Hobart Yacht Race 1998

As a follow up to Dan Tyler's talk at the AOPA Forum Dinner, the following article is reprinted from Qantas Staff News. It's provided by ex-Qantas Captain Bill Bailey, via club member John Ellis, also an ex-Qantas Captain.

This was to be my 6th attempt in the Sydney to Hobart, and the second in my own boat. I acquired this particular yacht when I retired, to represent a little more accurately my new status in life as a senior citizen, having three cabins, two bath-rooms and hot and cold running water etc. It had never been raced before, but had sailed all over the Pacific during the previous eight years. During 1998 we raced it continuously, improving systems, sails and safety with the one aim of doing the Hobart.

The first day out of the Heads on Boxing Day was a sheer delight with 8 of us in the crew. We were averaging 10 knots when we started to get a SW wind at 20 knots on the morning of the 27th. Seas were normal with a QNH 999. We had been warned to expect gale force winds but until 1400 the winds had only increased to 30 knots. We were reaching with our #3 and 3 reefs in the main, and after 1400 I decided to strip the boat of the #3 and go to 3 reefs on the main alone until we broke out the storm jib. Seas were now rising and everyone on deck was strapped on by at least one harness. Once the storm jib was up the main and boom were lashed to the deck to stop it flying around and ruining our whole day. This jib suddenly became the largest sail I had ever seen and very soon after, at about 1600 hours, it started to depart this world. We were then knocked down to about 120° to port by a wave that had taken on a very bad attitude. I called for the storm trisail which went up in very dangerous conditions, and got rid of what was left of the storm jib. Communications between the crew was now almost impossible, with the wind now from the west at 40-50 knots and increasing.

I went below for the PM sked and heard from Telstra Race Control that the weather was going to get worse. Our position was now approximately 40 nm south east of Gabo Light, in a very dangerous part of Bass Strait. The boat was fine with no damage so far, but at 1730 hours I decided to retire from the race and to head back to Eden, and informed Race Control of our decision. My log keeping ceased at this point as it cannot be done under water, even if I could have found a pencil.

The crew saw a peak of 60 knots + on our instruments, and we were reaching across these enormous waves at 5-6 knots when we had our first serious knockdown. There were six of us on deck with me at the helm. In the

space of thirty seconds we had lost everything off the top of the mast as it smashed into the water, and we lost a lot of the safety equipment off the aft rails. One crewmember down below suffered three broken ribs and a punctured lung, but even so, managed to start throwing buckets of water out of the cabin. All the electrics on the yacht are down the starboard side and were ruined. There were no instruments, no GPS, no VHF and even the hand-held VHF was underwater. It was at this point one crew member said "Baghdad is looking mighty fine right now!"

It was then a case of heading northwest and putting Australia upwind of us to try to get out of these waves. The visibility was down and the QNH was down to 978 hectopascals. Luckily it was still light, so some of the breaking waves could be steered into to reduce the rolling load on the yacht.

On the top of one particular wave I saw a cargo ship right in our path steering approximately 020° with us trying to steer anything between 300° and 350°. He was doing about 4 knots, and we were going to "T-bone" him. So we pulled round onto 020°, and our speed increased to what we guessed was about 8 knots. There was no way I was going to pull in front of this guy, so we turned towards him again. This time we

saw a black plume of diesel smoke come from his funnel, and he eased out of our way, passing some fifty metres away from us. As night came the seas, although still the biggest I have ever seen, were a little more kindly. By morning they were quite normal again. With no GPS I worked out where I thought we might be, using the last blown GPS position. I missed Eden by about eight miles. The rest was easy, motoring into Eden harbour to place our injured crewmember into an ambulance.

Structurally, the boat was quite sound, but the rigging, electrics, navigation equipment and a couple of sails were all history.

The crew were absolutely fabulous - three Qantas LAME's, Greg Marshall, Martin Rault and Dave Cole, and a Qantas B767 skipper Stew Birdsall. The other three had all sailed with me before, one of them having completed 26 Hobarts. But, "Never, never again to Hobart" he says.

And to that I say "Hear Hear".

## Coming Events

The year is drawing to a close, but there are still a few events on the 2000 calendar. Meanwhile your committee is working on the 2001 calendar, so if you have anything special you'd like to see on it, then please contact a committee member soon.

- |                        |  |
|------------------------|--|
| Saturday 25 November   | Annual Presentation Dinner at the Patmos Restaurant, Lords Place Orange. All members should have received an invitation through the mail, and we'd like as many as possible to attend. Our first group of "Graduates" through the Junior Training Program will receive their awards. |
| Sunday 26 November     | Club Day. Come along and compete in the NSW Interclub Format comp, or just go for a social fly. Non-pilots are especially welcome - social flying is on a cost share basis with the pilot. The BBQ will be running.  |
| Weekend 25/26 November | Skydive Temora will be operating at Orange and at least one member - Bernadette Bird - will be taking her first tandem jump. Any other starters?   |
| Sunday 10 December     | Club Day. This will take the form of a navigation exercise, and its an ideal way to take some passengers and involve them in navigation and observation. Again, flying is on a cost share basis.   |