

Orange Aero Club



Newsletter - September/October 1999



A good flight begins with a thorough preflight. Here, Phil Bryon preflights ARK prior to his PPL Test Flight. He passed!

The Club Aircraft - VH-ARK

Most members will know that the aero club has lost the use of the hangar, and that ARK is tied down out in the open. There are a number of lines of enquiry being followed, but hangarage at Orange is just about non-existent. Any developers out there! Anyway, pilots should be extra vigilant during their pre-flight, particularly with regard to water in the fuel and birds nest material in the engine compartment.

Four Place Intercom

ARK has a four place intercom installed so that your back seat passengers no longer need feel left out of the conversation. They too can experience the chill of fear when some other aircraft radios in at your location!

Apart from that, you can entertain them with music from your discman or tape player by using the lead in the RH front pocket to connect to the audio input socket. Also in the pocket is a power lead for use if the batteries go flat in flight, and the instruction booklet.

The unit is velcroed to the carpet between the front seats, the hand mike is connected and working, co-pilot PTT switch works for radio access, and the intercom function is voice operated with the usual squelch & volume adjustments.

The intercom is switched ON by plugging in the pilot's headset, so please make sure the headsets are unplugged when not in use to conserve battery power.

Inside...

Big Boys' Toys - Charlie Camilleri & the DH82A Tiger Moth.

The Wandrin' Wilga Saga - Don't miss an episode of this exciting new series.

Second Annual Presentation Dinner with special guest Ian Badham.

President's Report - words of encouragement from the boss.

New booking system for ARK.

Daniel joins the RAAF.

Cool Web Site, Annual Dinner, BBQ & GPS raffles and more!

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Big Boys' Toys

Our regular feature this issue looks at Charlie Camilleri and his DH82 Tiger Moth VH-PUI.

Although Charlie lives and works in Bathurst, he's been a member of the Orange Aero Club, as well as Bathurst Aero Club pretty much since its inception. Charlie's Tiger Moth started life in 1944, being built in Sydney by Hawker de Havilland. It spent most of its service life in the RAAF in and out of storage facilities in various parts of the country, and eventually ended up in civilian service in North Queensland, somewhere around the Mackay area.

The aircraft was eventually bought as a replacement for a Tiger which was owned by John Hooper, and

Charlie completed his school years in the town of Deception Bay, near Redcliffe north of Brisbane, and joined the RAAF to train as an Aircraft Maintenance Engineer on leaving school.

His career in the RAAF spanned 21 years, starting with basic training in Adelaide, and finishing in Canberra as Maintenance Controller of the Falcon 900 VIP fleet based at Fairbairn. In between times, he completed trade training at Wagga Wagga, where he met his wife Julie, then transferred to RAAF Amberley working on F111 engines and specialising in Fuel systems.



which was destroyed while being used in the Bathurst area.

The owners, not utilising PUI, put it up for sale in a disassembled state. Charlie, in partnership with Graeme Burke, Bathurst Aero Club's president, bought PUI and Charlie rebuilt it over the next twelve months, getting it back in the air to start Bathurst Vintage Joyflights in 1995. A while later Graeme offered his share for sale, and Charlie jumped at the chance to own PUI outright.



From Amberley, he worked on Mirage jets at Williamtown whilst training for his overseas posting - 2 years in Butterworth, Malaysia. Returning to Australia, Charlie took a position with RAAF Recruiting at Albury, at which time he learned to fly with Aircentre Albury - the organisation which is now his opposition in Bathurst!

Upon leaving the RAAF in 1993, Charlie and Julie started Bathurst Aircraft Maintenance Centre, and then Bathurst Vintage Joyflights a couple of years later when the Tiger came along. Although BAMC carries out maintenance work on most GA aircraft, Charlie's preference is for vintage, unusual & rare aircraft, specialising in fabric and timber construction. His interests and ambitions include establishing a Bathurst Aviation

Museum, and buying in partnership and operating a Drover - an 8 passenger taildragger powered by three Gipsy Major Mark 10 engines.

Bathurst Aircraft Maintenance Centre and Bathurst Vintage Joyflights can be contacted at Bathurst Airport, or by phone on 02 6337 3433. Charlie would also like to hear from anyone interested in partnership in the Drover!

For the Techno-heads...

Make: Hawker de Havilland
Type: DH82A Tiger Moth
Built: Sydney, Australia 1944
Engine: Gypsy Major 1, 4 cylinder, in-line, inverted, dry sump 130HP
Cruise: 70 kts
Endurance: 2 hours with reserves
The aircraft is certified for basic aerobatics.



The Wandrin' Wilga Saga

The Wilga 80 featured in the last newsletter is showing her true colours, and the ability to bite - hard - at those who relax too soon. As the photo shows, it's starting to look a little the worse for wear, too!

I'm sure the following anecdotes can be supported by the enthusiastic spectators - but there's bound to be many others which have been unwitnessed, and therefore unreported!

First there was the "precautionary search & landing" in a paddock at Forest Reefs - on the delivery flight no less! To make it seem more realistic, Daniel accepted the kind offer of a jerry can of fuel from the farmer, although of course it wasn't really necessary.

Next came the trip to Forbes for the interclub competition. The Wilga executed a beautiful RH circuit & approach for 09, and observers on the ground were heard to murmur "really nice landing, Robert" when the aircraft dived off the runway to the right, throwing up water, mud & grass before being coaxed back onto the runway, to taxi in as though nothing had happened!



All the guys at Bathurst Aero Club and Star Air Charter were on hand to witness Charles' display there. A super high speed ground loop on the main runway resulted in the Wilga rolling a tyre off the rim, and a nighttime black spot appearing in the runway side lighting for a while.

Never let it be said that the NRMA doesn't live up to its motto! After another "precautionary search & landing" on a farm near Goulburn recently, the dear old lady apologised that she'd just given the last of her petrol to a car driver out front. There probably wouldn't have been enough to turn the big radial over though, as the car driver had to call the NRMA serviceman, who'd just turned up!

Charles headed off in the NRMA van to buy a jerry can of petrol and catch a taxi back, but managed to sweet-talk the serviceman into the return trip! After providing the "roadside service" for Holden TQE... he bade us farewell and we flew to GLB for some avgas. It wasn't till we got back and did some calcs that we found the Wilga had developed a real thirst - nearly 100 litres per hour, around double the book value!

The next stunt was put on for a very appreciative audience at Cudal, when Daniel flew Alicia out for a Barbecue. We understand that Daniel was a bit dubious about landing on the bitumen strip, so he called up Andy who was in the area, and asked what the grass was like to land on. Andy replied that he didn't know - he'd never landed the SAAB on the grass!

Point taken, Daniel made a nice smooth landing on the tar, obliterated a runway side light, then had the presence of mind to kill the magnetos before the Wilga went through the wire fence, crossed the ditch and sat itself up on the bank!

The RAAF's in for lots of laughs!

Cast your vote for the recipient of the Wandrin' Wilga Award! Place your order for the book - it shouldn't take long to get the material!

Annual Presentation Dinner - Patmos Restaurant - 27 November

Arrangements are well in hand for our Second Annual Presentation Dinner.

This year we have decided to go with the Patmos Restaurant, and most people will know that the meals and service are always excellent, and the cost reasonable.

Our guest for the night will be Ian Badham, BSc, OAM who is the Executive Director of NRMA CareFlight, the emergency helicopter and medical retrieval service based at Westmead Hospital in Sydney.

Ian has 26 years experience in the development of rescue and medical helicopter services, having started what was then the Wales Surf Rescue Helicopter Service back in 1973.

Ian will be in Orange for the fund-raising doorknock which takes place on the following day, and would really appreciate the assistance of any aero club members.

The dinner will cost \$35 per head, or \$60 a double, and drinks will be to your own account. The evening will commence at 7.30 pm for 8.00 pm, and bookings can be made now with Bob Nash on phone 63613556 or fax 6361 3011.



Club Aircraft - VH-ARK (continued)

Web-based Booking System

For those who have internet access and email facilities, an email booking system has been set up using Hotmail. There are currently 25 out of around 35 financial members with email addresses, so this is certainly the way to go. For those who prefer, you can still book with Bob in the same fashion as before.

To make a booking, go to www.hotmail.com and enter the username "orangeaeroclub" and the password "cessnaark" (both without the quotes). This will open up the aero club's INBOX. Look in the Subject field to check that your proposed date and time are free, then go to the COMPOSE page. In the TO field, type the aero club's booking address "orangeaeroclub@hotmail.com", then type in the SUBJECT field your name, date, time and duration of the booking. Extra info can be added in the MESSAGE field only if necessary. Click the SEND button at the bottom of the page, go to INBOX and your booking should be added to the list.

Pretty easy really, and you know straight up that your bookings been done!



Daniel de Vries

Club Instructor for the past year or so, Daniel's had his heart set on joining the RAAF. I guess it's not exciting enough flying around in the right hand seat of a C172, even though he probably felt the cold breath of death with many of his students!

After a lengthy and thorough selection process which started with a cast of thousands, Daniel has emerged as one of eight recruits selected to train as RAAF pilots. He must be a Top Gun as he's to be trained to fly combat jets and go "where only the best and gamest fliers take their place". (Apologies to Banjo Patterson.)

From all of us at Orange Aero Club, those who've scared the shit out of you, or made your lectures a misery by our constant wisecracks...Congratulations and all the very best, Daniel. We'll miss you. Don't forget your solemn promise to bring an FA 18 up to Club comps and take us all for a ride!

Congratulations!

Successes, even the small ones, don't come easily or cheaply in flying, and the following members are to be congratulated for their achievements:

Phil Bryon recently completed his Private Pilot Licence and is no longer restricted to 50 miles radius from home.

John Pullen did his first solo flight a few weeks ago. Most of us can remember the buzz we got when the instructor first got out and let us go alone.

Charlie Camilleri, Peter Grey and Aiden Commins passed their Instrument Rating Theory Exam - no mean feat that. CASA is out to trap the unwary!

Jeremy Cubitt, Phil Martin, Stuart Porges and Ken Pidcock all completed conversion training for the Jabiru and the AUF Pilot Certificate. And that wasn't too easy either!



This month's interesting website comes courtesy of Charles Thompson. It basically talks about the skills and techniques involved in flying the mountain peaks in USA, but many of the situations are relevant wherever you fly.

The web address is www.mountainflying.com and the site includes links to other similar sites of interest. It's actually a promotional site for a book written on the subject, called Mountain Flying Bible, and the on line information contains many excerpts from the book. Well worth a visit!



Message from the President

The loss of our instructor will be keenly felt by all flying members of the Aero Club. Daniel has put in many hours of work and dedication on behalf of the club - an invaluable assistance in our formative years.

However, Rob Glenn, who has been a great help to Daniel and to the club in the past, is willing to continue in that role, and has now got a full time instructor in his employ.

It's unfortunate that our planned tailwheel and aerobatic training which was to have been conducted this weekend, 30 & 31 October, by Steve Curtis from Camden has had to be cancelled, but the good news is that some 32 Orange people have booked with Skydive Temora to "take the jump" this weekend. We'll also have Bathurst Vintage Joyflights on hand with the Tiger Moth reviewed in this newsletter, and Bill Hazelton will

be on hand to conduct scenic flights over Orange and surroundings.

We're running two raffles this year. One is aviation related - a Lowrance Airmap 100 Hand-held GPS unit as first prize, a Leatherman tool for second and an Aviation Wall Clock for third. The other raffle has a more general appeal - its a 4 burner barbecue complete with 9 kg gas bottle. Importantly, we've booked the site outside Grace Brothers in Summer Street every Saturday morning from now till Christmas to sell tickets, and would like all members - full, associate and student - to assist with this project. Please ring Phillip Martin on 63610654 to offer your assistance.

I'd especially like to invite all members and partners, and their friends to join us at the Patmos Restaurant for our second Annual Presentation Dinner. As well as great food and company, we've got a few special awards to give out! Details are on page three.

Your committee's working on a number of things at the moment, and some will take time to bear fruit. We desperately need hangarage for ARK, and it will become even more important as we refurbish her. Discussions are in hand with Orange City Council and others on this matter. Next year we'll be launching the Young Falcons program in Orange and Blayney schools, subject to their agreement. This aims to give young people who may never have thought about flying an introduction so they can see first hand what its all about. We're also developing an in house training program for our junior members to provide them with a staged introduction prior to actually taking the controls under an instructor's guidance.

On a final note, I'd like to encourage all our flying members to make more use of the club aircraft VH-ARK. Only by keeping up the utilisation can we hope to generate enough money to carry out the necessary improvements. If you are going to go for a spin, why not consider taking a non-flying member along to give them some flying and help out with the cost? Or maybe you'd consider it an investment in the future of the club to take one of our junior members along and explain some aspects of flying?

As always, I personally look forward to your comments and input, and invite you to participate in committee meetings which are normally held on the first Wednesday each month.

Bob

Win a Barbecue or a Handheld GPS

TWO raffles this year - one for the aviation & outdoors community and one for the good old backyard barbecue!

Wade Air of Orange Aerodrome has once again generously supplied a Lowrance Airmap 100 handheld GPS unit for the club to raffle, and Lowrance has also generously given a \$200 discount! The value of this unit is around \$1000 cash, but if it prevents you from becoming lost enroute, it may well be invaluable!

Coupled with a second prize of a Leatherman multi-purpose pocket tool, and third prize of an aviation wall clock, both donated by Wade Air, tickets are outstanding value at \$5 each! See any club member or ring Phil Martin on 02 6361 0654.

The second raffle has a wider community appeal - its a brand new "Beachcomber" 4-burner gas barbecue complete with 9 kg gas bottle and fittings. Tickets for this are \$1 each or 3 tickets for \$2. The barbecue has been generously supplied by John Payne of GBS Mitre 10 store in Orange. Again, all members have tickets, or contact Phil.

Help Wanted!

The club has permission from the City Council and Grace Brothers to sell tickets outside Gracies each Saturday till Christmas. We need some volunteers to assist for a couple of hours on one or two Saturdays. Again, if you can assist, please contact Phil Martin on 6361 0654

The Back Page

More on ARK

Here is a list of jobs which are needed on the club aircraft, and no doubt there will be others too. If you have special skills and equipment to carry out any of these tasks, and would be prepared to lead a team of volunteers in the work, then please let president Bob Nash or maintenance man Ken Pidcock know. Repainting the aircraft (Start with the big job!)

- .. Re-drill the avionics stack to get the ICOM radio on the top as Comm 1
- .. Replace carpeting inside with approved carpet material
- .. General tidying up of instrument panel trim and surrounds
- .. Trace water leaks and seal them off

Some of these things may require a LAME's attention, and it's not intended to carry out any illegal work.

BEER

Yesterday, scientists for Health Canada suggested that men should take a look at their beer consumption, considering the results of a recent analysis that revealed the presence of female hormones in beer. The theory is that drinking beer makes men turn into women.

To test the finding, 100 men were fed 6 pints of beer each. It was then observed that 100% of the men gained weight, talked excessively without making sense, became overly emotional, couldn't drive, failed to think rationally, argued over nothing, and refused to apologize when wrong.

No further testing is planned.

The above article was contributed by Laurie Chapman. You don't think I'm gonna take the rap for that, d'you? (Editor)

Coming Program

Wed 3 Nov - Committee meeting at Ross's office, 7.30 pm.

Sat 6 Nov - Launch of new AOPA Falcons & Flying is Fun programs. Selling raffle tickets outside Gracies

Sun 7 Nov - Club Competition Day.

Clubhouse Maintenance

We're very fortunate to have the unrestricted use of Wade Air's building at the airport for a clubhouse. Eventually we'll move into bigger premises, but in the meantime there are a few jobs which need doing.

In particular, the southern end of the building needs colsing in between the roof and the wall of the toilet block underneath. Rain driving in there gets into the lights and exhaust fans, and possibly will damage the security light sensor. It also runs down the inside wall of the ladies loo and sogs up the toilet roll! If you can help with this, please contact Ken Pidcock on 6365 4270.

A further project is the tiling or concrete finishing of the toilet floors and setting of the floor wastes. At the moment it's a bit difficult to wash them out properly.

Club Computer

There is a servicable computer installed in the clubhouse, and it's available for use by members. It's a 486, but only has 8 Mb of RAM, so struggles to do too many tasks at once! The screen's shrunk a bit too.

Nevertheless, it runs Win 95, and has MS Office 97 installed, as well as a graphics viewer, ACDSee, acrobat reader and all the OAC newsletters and eNews issues - including this one! There's also a basic black & white printer attached.

Please feel free to use this anytime. Maybe you can catch up on your correspondence while you're minding the "shop" for the club!

New Website URL

Our club website will shortly be changing its address for one that will be hopefully a bit easier to remember and for the search engines to find.

Negotiations aren't complete yet, but it'll probably be www.orangeaeroclub.netwit.net.au

It'd be nice to have our own exclusive name, but a bit too costly at this stage. When the location is changed, all our email members and supporters will be sent a message, and the old page will be linked to the new one.

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 12 December. This will be a Christmas issue!

Website - <http://users.netwit.net.au/~pidcock>

Email - pidcock@netwit.net.au