

SCONE aero club



Photos above are from club member Hamish Henderson. Just another day on the job for Hamish who pilots the chopper.

Newsletter
June-July 2006

Welcome to the winter edition of the Scone Aero Club newsletter.

This month we have heaps of news, and the feedback we are getting has been fabulous. The club has plenty going on over the next few months, so hopefully we will see plenty of involvement from all members.

On another very pleasing note we have had a huge growth in new members which obviously means that aviation is alive and well in Scone.

Also please remember if you have a suggestion or an article to add, don't hesitate to send it through to me at mail@sconerealestate.com.au, fax on 6545 1925, phone 0418 236 077 or drop it into my office at 203 Kelly Street, Scone.

Cheers Stephen Bell

Hendo Happy Again!

A lot of you will know long standing club member Alan Henderson, and you will realise that the past year or two without a flyable aircraft has been absolute torture to him. Well after a little nudge, and a wife threatening to leave him if he didn't go and fly again, Hendo has acquired a beautifully maintained Piper L-18C Super Cub.

The little red rocket was found in Queensland and flown down to Middlebrook by celebrity adventurer and pilot Lang Kidby. Lang was recently seen on ABC television as one of the stars in the series from Peking to Paris.

Hendo will now be able to grace the skies over Scone again.

Pictured below L to R Alan Henderson and Lang Kidby



RED BULL AIRRACE

As mentioned in an earlier newsletter, the Redbull Air Race tour is coming to Perth on November 19. Several members have already booked air fares and I would recommend that if you are keen to go and watch this adrenalin packed aviation spectacle, that you book soon.

Look at www.virginblue.com.au for the best airfares. If anyone wants further information don't hesitate to call Stephen Bell on 0418 236 077 or Neville Partridge on 6545 9133.

Rawlo's Bar Open Fridays from 4:30 PM
The Best Value Drinks in town in our newly refurbished club house.



Merriwa Camp-Over

On the 6th May a team from Scone Aero Club flew to Ian and Kaye Beards property, "Braithwaite" at Merriwa for an over night camp over.

Al Gordon and Geoff Pinfold took the scenic route to Merriwa and flew via the Luskintyre monthly lunch with the tigers then joined the rest of the group later in the afternoon.

A fantastic bonfire was organised and cooking was handled by Ellen and Neville Partridge. Lovely iced cool refreshments complimented a fabulous day.

Ian's strip is a credit to him, being long, wide and smooth, though challenging enough to make it fun.

The next morning a wake-up fly over was planned by Neville and myself however Neville's 185 protested at being left out of the hangar over night and refused to start. (Whatever happened to 185's being tough bush planes?).

Luckily Scott Bridge was on hand to get DGL fired up and Nev flew on without further incident.

Overall a great afternoon and night, with sincere thanks to our hosts the Beards.



Pictured Top Ros Pinfold next to camp Infold.

Above L—AAZ going inverted above "Braithwaite"

Above Mid—Nev displaying his culinary skills whilst battling extreme heat!

Above - R—DGL checking for livestock on the strip.

Here and there...

- Congratulations to Scott Bridge who has recently passed his PPL flying test. All he has to wait for now is his Security check and Scott's in action.
- Speaking of Scott, bar profits will be down as he has been sent to Portugal for 3 months to handle maintenance duties on the Pays Air Service fire bombing planes.
- The Aero Club is now airconditioned for your comfort. Warm in winter, cool in summer.

SCONE
aero club

www.sconeclub.com.au

Ph (02) 6545 1741



A mate of mine called Gerry Dick has just become the Australian Agent for American Champion aircraft.

Gerry has just taken delivery of a brand new Citabria Explorer with a Lycoming 160 HP engine, fixed pitch prop and Garmin GPS/Com.

These are a great aeroplane, excellent out of short strips and will cruise at 110 knots.

For anyone who is keen to take it for a test fly let me know and Gerry will bring it down for the weekend.

This would be a good plane for a syndicate. Brand new ie: no maintenance hassles.

The asking price is \$172,000 for the one seen above and \$169,000 for another slightly different spec version with a maroon colour scheme. Call Stephen Bell on 0418 236 077 if interested.

Pilot Profile—Tom Lavelle

After receiving the invitation in the mail recently to Tom's 70th birthday I thought it would be the ideal person to begin a pilot profile series with.

Tom's probably best known by a lot of the newer members as the man in charge of keeping the Gazelle running, however he aviation experience is enormous, both as a pilot and as an aircraft engineer.



Tom working away on Gazelle 3519.

Tom began learning to fly in Muswellbrook in 1957. The aviation bug caught, however, Tom realised he needed a job so he joined the RAAF where he would also learn a trade. He was initially posted to Richmond then sent on to Wagga Wagga where he completed a basic fitting course and engine mechanics course. After getting through this training Tom was posted to No. 11 Maritime Reconnaissance Squadron in Richmond where he worked on Neptune bombers. A series of moves followed with postings at Wagga Wagga (again) and the No 1. Aircraft Depot at Laverton where Tom worked on Rolls Royce Jet engines and the Westinghouse J34 which was used in the Neptune.

Tom's days of being footloose and fancy free came to an end in 1960 when he married Rosemary.

In 1963 Tom was discharged from the air force and he went to work for Airfarm in Tamworth.

In 1964 Tom came back to Scone to work for Pay and Williamson where he became a LAME and also completed his pilots license.

The bulk of Tom's flying was done in the former club Cherokee WJS and in a Cessna 172 owned by Pays. Tom also spent a bit of time terrorising the skies over Wagga Wagga in his air force days in a Chipmunk.

In 1981 Tom left the aviation industry to work in the mines where he stayed until his retirement in 1996.

Now Tom forms an integral part of flight operations at Scone Aero Club by keeping the Gazelle in tip top shape.

Tom has other interests outside of aviation including sailing (built his own boat), rugby, church and family.



Look at Me, Look at Me!
Nice new paint job on Dr Pete's Bonanza.

Midwinter Instructor's Report—By Ben Percival Wyndham

The last month of operations at the Club could best be described as "One step forward, two steps back". The GA training has had a mixed month, while Ultralight training continues to power ahead, seeing several people graduate with their Pilot Certificate or Cross-Country endorsement.

The first step forward was the upgrade of my instructor qualifications to "Grade 1" as part of the biennial Instructor renewal of my rating. This allows me to do a few extra things for our students, including instrument training and Instructor training. More importantly, a Grade 1 instructor on-site relieves Hunter Valley Aviation of the need for intensive supervision of our school. Ultimately, I am now qualified to be a Chief Flying Instructor for a Private Pilot Licence and Commercial Pilot Licence school, giving the Club the option to operate a school in its own right should it choose to do so. The board offered to cover the cost of the flight test with Col Pay, a nice gesture and I thank the board for that.

In the "Two steps back" category we had a series of very cold days, making the Tomahawk very reluctant to start, and recently a lot of fog. Not much GA flying was going on and the result was that on the 1st June the Tomahawk's owner recalled her to Bankstown. Moves are afoot to replace the Tomahawk with a locally based syndicate owned aircraft, which will be a much more stable arrangement for the Club and students. If you are interested in becoming a member please contact me urgently on 0408 966 979.

Achievers this month include Malcolm Warwick, who passed his Pilot Certificate, Peter Pagac who passed his cross country test, Ian Beard, tail wheel endorsement and Alan Henderson BFR.

Finally, I am pleased to announce that following requests from a couple of members we will be running a Sunday session briefing on the current rules and procedures. There has been a lot of fuss about recent changes, so we will bring you up to date on the current state of play. Topics will include "new" Airspace Classifications, Uncontrolled Aerodrome Procedures, and options for lodging a SARTIME or flight plan. Keep an eye on your e-mail for a date in August to be confirmed. BPW

I Learnt About Flying From That

Following is a description of a trip that one of our members recently made and his experiences along the way. The names and details of the aircraft have been changed to protect the innocent.

Alfred is a keen frequent flyer, relatively new to aviation, he has in a very short period of time managed to acquire over 300 hours flying time. Many people at the club believe this is directly attributed to the fact that his aircraft is only capable of cruising at 80 knots so whenever he goes anywhere he is in the sky for an extended period of time.

The weeks proceeding our story had given Alfred a few frights and he felt a good long tour would be just the thing to get his confidence back. The previous week he had flown to a camp over where it took three attempts to get his little Cherokee on the strip and the week prior to that, a trip to the coast resulted in a botched takeoff where flaps were dumped immediately after getting off the ground only to have the plane sink back down and scrape the wheel fairings through the gum trees. Alfred's partner Margie was sure that it wasn't a standard event to be seen back at the airport pulling leaves out from the undercarriage.

Anyway, the story of this trip begins with Alfred departing Scone and flying into Maroochydore airport. The trip went as planned until approaching controlled airspace. Alfred made his request for airways clearance, which when due to traffic, he was told to hold in a set location until instructed by ATC. Having lived in the area in the past, our hero decided that a trip over Nambour would be a good idea. ATC appeared busy so he felt no need to bother them by advising of his intentions. After some time Alfred was contacted by the tower to report his position and when he announced that he had potted off on a scenic flight, ATC was not impressed. To compound the issue when he was told to line up and land on Runway 30, he felt that the more appropriate runway was 24, so he just did it. Funnily enough ATC were very unimpressed by now. They got particularly irate as he cut off a Boeing 737 on late final. Our hero being fairly quick recognized his errors and sought to rectify the situation immediately.

A quick trip up to the tower and a delivery of chocolates, roses and wine, and poor Naomi the Air Traffic Controller, who hadn't been on a date in a long time (probably as she weighed 200 kg at a conservative estimate), thought Alfred was there to woo her affections. Imagine her disappointment when she looked out the window and saw Margie, Alfred's partner waiting anxiously to leave the airport and head to the hotel. After the crushing blow, Naomi became more infuriated and fired off the complaint to CASA! Our hero was now really in strife. The return flight was even more eventful than the trip there. The morning began with a quick glance out the window and the joy to see a patch of blue sky creeping through between the clouds.

Alfred, being a cautious pilot read the weather report for Australia on the back page of the newspaper. So he was sure that the fog and cloud would clear.

Interestingly alarm bells didn't start to sound when all the other aircraft departing this particular busy airport were IFR, and the tourist type scenic flights had all been cancelled. In Alfred's defense, however, he did have a Garmin GPS 3 on board so he could feel pretty safe coming back through the clouds if he got caught out. Alfred and his partner Margie hopped into the plane and prepared for take-off. All run ups etc went well and the little Cherokee purred like a kitten. Alfred made his initial taxiing call to the tower and was told to report again at the holding point before entering the runway. Alfred thought this sounded a little over the top so he taxied through, onto the runway and reported that he was ready to take-off. The now slightly miffed air traffic controller gave Alfred a little pep talk then sent him on his merry way.

Alfred was flying along in still controlled airspace when a pair of Cessna Caravans flew past in tight formation. Alfred, being a stickler for the rules, was horrified that the Cessnas passed so close to him and decided that they had ignored his radio calls; he was therefore going to contact Brisbane control and report the trouble makers. Unfortunately our hero was on the incorrect radio frequency, so the Caravans were not aware of the Cherokees position. After another stern talking to from the tower Alfred continued on.

Things were going along well at an altitude of 3500 feet with good visibility, even though there was cloud above. Alfred however was concerned that the turbulence was making the trip a trifle uncomfortable so he looked to the clouds and felt that he could slip through and get up to the smoother air. He also felt confident that the cloud would clear as they went and he was sure the odd hole would develop.

At 60 knots climb it takes a while to gain height in a fully loaded Cherokee, however after only 30 minutes Alfred had made it up to 7500 feet. Unfortunately though the cloud hadn't thinned and was actually getting thicker. Holes were present and would have enabled the Cherokee to descend back down in full VMC, but a lot of effort had gone into getting the Cherokee up that high, so Alfred certainly wasn't going to waste it all by going back down.

He pushed the throttle forward, pulled the yoke back and pointed the little Cherokee to the heavens. Upon doing so the Cherokee entered thick cloud with zero visibility. Not to worry, as the Cherokee had all the instruments needed for IFR. Sensing not all was right the Cherokee was again contacted by Brisbane radar. They asked Alfred to squawk a code on his transponder and then they would help get him out of this mess until VMC applied again. They also reported that there was no IFR traffic so Alfred knew he was fine to continue on through the clouds. Despite all the odds the Cherokee was flying at 9800 feet in thick cloud. With the exception of aerobatics there really isn't anything you can't do in a Cherokee thought Alfred. Just then when Alfred started to relax, his stall warning began to sound. A quick glance at the air-speed indicator noted that the speed had dropped to 45 knots. If Alfred had looked at his artificial horizon he would have also determined that he was in a steep turn. Alfred quickly pointed the control stick forward and stopped the stall. Then in an act of God he broke out of the cloud to realise that he was in the process of developing into a steep spiral dive. The altimeter spun round like a rocket and the Cherokee quickly scrubbed off all that excess height. Who says you can't do aros in a Cherokee! When Al broke through the cloud, Margie was quick to realize that all was not right. The engine started to splutter from fuel starvation as they were currently flying inverted. Ever quick Alfred, hauled the plane back round right way up, and commented to Margie that this was a standard cloud exit procedure.

The rest of the journey was relatively uneventful, with little conversation between Margie and Alfred.

Alfred has commented that he learnt a real lesson from that trip and will only go flying in conditions where the cloud cover is no more than 6/8ths.



Photo left (See story above) Alfred's Cherokee breaking out of the clouds at 20ft!

Coming Events

*Curry Night—Friday 30th June
Flying Comp—Saturday 1st July, 10:00 am*