

SCONE aero club



Alan Henderson's Super Cub seen here at his property Middlebrook Station, the site of the next Scone Aero Club Camp-Over. Read inside for further details.

Newsletter
Autumn 2007

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

Big events on the horizon for the club include the revamping of the club after the storm that blew the roof off, and a camp-out flying comp that has been organised at Middlebrook Station on the 28th April. It should be a top event and we certainly would like to see as many people there as possible.

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

Middlebrook Station Fly-Away and Camp-Out

Alan and Suzanne Henderson have kindly volunteered their property and airstrip as a venue for a fun fly-out, camp-over venue on Saturday 28th April.

It's a great airstrip and a beautiful location. We are planning on having fun flying events, camp style food and the Aero Club Bar will be operating.

You can either pitch a tent, or hire the accommodation which is on site.

Ben and Ed are planning on running the flying training for the weekend from the strip, which will be a great amount of fun and excellent learning experience for the students. Many students from other flying schools never get this type of experience during their training. This really prepares our students much better for "real world" flying.

The strip for those of you who haven't been there is just north of Scone.

Details are: S31.58.4
E150.48.7
Length 800 metres, grass
Runway direction 18/36

For further information call either Alan or Suzanne Henderson on 6545 0389 or Neville Partridge on 6545 9133



Chef extraordinaire Neville Partridge has promised to return with his camp fire stew.



Above pictures from previous fly-ins at "Middlebrook Station".

Goolwa Classic Airshow

On February 25th club member Geoff Pinfeld visited Goolwa Aero Club's Airshow in South Australia and provided the following report.

About 4-5,000 people attended the 2007 Goolwa Classic Airshow, right at the mouth of the Murray River with beautiful southerly views over the ocean. It was a pretty windy day, but as it was blowing from the ocean straight up the runway, this didn't cause much of a problem. About 100-150 light aircraft flew in for the event, with quite a few people camping the night next their planes.

There were displays by the usual warbird suspects - YAKs (9, 52 and 52 tailwheel), Nanchang CJ6, Nigel Dunn's L29 Delphin jet, T28 Trojan and also a couple of Spitty replicas powered by 6 cyl Jabirus. There were also flying and static displays by some nice Tigers, Stearmans, Austers and Chipmunks.

Chris Sperou gave a standout flying display in his brand new Pitts Super Stinker, flying tight barrels around a Beech B33 Debonair, then an inverted ribbon cut before a display of low-level aros that I have difficulty finding words to describe. The Super Stinker is just mind-blowing. It has a roll rate of 400° per second and can handle +15g and -10g. Then, not to be outdone, Paul Andronicou then climbed into his Extra 300 and just ripped the sky apart. The Extra is so strong and powerful that it's aerobatic capability is claimed to be limited only by the pilot's imagination - and Paul Andronicou certainly showed he has a pretty wild imagination! They're just insane those blokes. And the aerobatics display by Kevin Warren in his Glassair 3 wasn't too ordinary either - typical Quinell stuff.

What I thought made this airshow a little bit different to your average warbird-oriented airshow, was the strong focus on flying displays that showed the capabilities of a range of everyday GA, light sport/experimental and ultralight aircraft. Having a knowledgeable commentator who talked the crowd through each manoeuvre and explained the peculiarities of each of these aircraft as it performed its display, made it all much more interesting for the spectators though. These displays included:

- A Stemme Motor Glider, providing a terrific display of its low level handling capabilities (with the prop stopped!) and then executing a perfect engine-off.
- A Foxbat STOL performance display.
- An excellent display of an R22 chopper's capabilities, flying in all directions and with some pretty strange-looking attitudes.
- A Fly Synthesis Texan handling display.
- An Eastwood "Tyro" ultralight.
- A really nice display of just what an RV7 can do when flown by someone who really knows his aeroplane.
- A Cessna 172 "effect of controls" display by a very competent pilot, and
- A well-flown display of 3 Gyrocopters.

All in all, a very enjoyable day, even if I did manage to get myself rather sunburnt. And it was great to see a country airshow that didn't look like it needed to rely solely on bringing in lots of expensive warbirds for its success.



Seen at Goolwa— Karatoo with big wheels and a 3 blade prop.



The "Chipettes" during their display at Goolwa

Builders' Corner

This is the first in what is planned to be a regular series of articles, introducing and keeping you up to date with progress on the several aircraft building projects being undertaken by club members. To the best of my knowledge, at the moment, there are some nine such projects under way (or about to get under way) by the following club members:

Jim Birss, Scone
Robin Foxcroft, Scone
Ron Haggarty, Scone
Geoff Shoplin, Willow Tree
Steve Meddings, Blackville
Geoff Pinfold, Scone
Robin Babbage, Murrurundi
Nev Partridge, Scone
Allan Henderson, Middlebrook.

In each future newsletter, we'll try to do a feature story on each project. For this issue, I may as well kick the series off with my Aeropup project.

Aeropup

The Aeropup is the big brother of the single seat 65hp Supapup that's been around since the mid 80s. The Aeropup is a 2 seat side-by-side, high wing tail-dragger, typically powered by an 85hp engine and cruising at an honest 95kts for a fuel burn of about 12-14 l/hr. The aircraft has a Vne of 130 kts and max cruise 100kts. It's fabric covered, with aluminium ailerons and flaps, and is basically a really strong little bush aeroplane, Australian-designed-and-built for Australian conditions. A particular attraction for me was the fact that the wings fold for storage or transport, meaning that I can trailer it home and keep it in my shed out of the weather and have it near my tools etc for servicing.

I'm currently working on an Aeropup I bought from a Queensland builder who decided, after about 9 months' work, he didn't want to do it any more. What I bought, was a chrome-moly airframe on its wheels, a completed pair of very well-built wings, a set of ailerons and flaps, a Subaru EA81 engine that's recently been rebuilt and a new gearbox. After bringing it all back from just north of the Gold Coast on a car trailer in early March this year, I've been working on it pretty consistently and now have the wings attached and operational (in the folding sense), the tail feathers completed and connected to the stick and pedals and a few other assorted sheetmetal panels completed and installed. I'm currently in the process of fitting the ailerons and flaps. Once that's done it'll be time to make a start on getting the engine and associated systems set up and operating.

Before I discovered this unfinished project in Queensland (actually it was Robin Foxcroft who found it), I had just paid my money (under an irrevocable agreement) to buy a new Aeropup kit from the factory at Victor Harbour in South Australia and was due to go and pick up that kit. So to cut a long story short, I now have two Aeropups and will build the newer kit when I finish the one I'm currently working on. The picture of the airframe on top of my Prado was taken in the Victorian Mallee country on my return trip from Victor Harbour in late February this year.

Geoff Pinfold



Above: Geoff's Aero-Pup located in his garage. Above right: Got to remember not to drive into underground carparks! Below: Geoff with Aero-Pup number 2.



Breaking News

Club members Nigel and Catherine Russell have just welcomed their first baby to the world. Details are sketchy, however I have it on reasonable authority it is a boy, named Paul.

Flying Solo in Scone

If you are over 35, single and would like to enjoy social nights out, then meet us at Scone Aero Club on April 21 at 7 pm.

The group will meet on the first and third Saturday of each month.

The social group is for singles who prefer not to go to pubs and clubs and would like to meet other singles to make new friends.

For more information phone Graeme on 0428 496 958, Trish on 6545 3925 or Robin on 6546 6012.

From the Instructor's Desk Autumn 2007

Summer has been a fantastic 3 months for the Flight training division of the Scone Aero Club, with several students achieving their objectives and the school itself reaching new standards in its operations. In fact, March 07 was the second busiest month we have had in 10 years with over 65 hours of flight instruction delivered to students.

Achievers

Topping the list of High Achievers this edition is Peter Pagac, who has completed his PPL written examination 2 weeks ago and his PPL flight test at the start of this week.

Geoff Pinfold has also reached new heights with a combined Tail-wheel and Constant-Speed propeller endorsements signed off at Easter. Geoff completed his training in the Super Decathlon, which is available to members for not only Tailwheel and CSU training but Aerobatics endorsements as well.

On the subject of the Decathlon, its owner Stephen Bell has recently spent some time in the C182 Skylane, using it to travel with his wife and 2 friends to Byron Bay. After a short check-out and familiarisation period, Stephen reckons that the 182 is a great load carrier and the perfect complement to his 'fun' machine.

First Solo 'wings' go to: Mick Seale (Grob); and James Carmalt, Graeme Reichel, Darryl Leigh and James Stevenson in the Gazelle. Ed and I would like to congratulate all the RAAus "convertees" who have added an Ultralight ticket to their PPLs recently, including Geoff Pinfold, Peter Ostenfeld, David Wakil, and John Nader. Many people aren't aware that a PPL does not allow you to fly an ultralight – in fact there are several aircraft system and rule differences that mean a thorough check-out with a qualified instructor is a good idea (as well as a legal necessity!)

REMEMBER, Scone Aero Club can offer you almost any flight training you require, from Ultralight qualifications to Private and Commercial Pilot Licences, Private and Commercial instrument ratings, Night ratings and Aerobatic training.

Class theory coaching

After much talk and months of promises I am very pleased to announce we will be commencing classroom theory classes from this week, Thursday April 19, at 7pm. At only \$15 per student per session, the classes will run for 2 hours and for the first 6 sessions we will cover cross-country theory and navigation skills to get you through the Ultralight Cross-country flight test (or the Private Licence flight test, as required).

There will be lots of classroom discussion, lots of worked examples, plenty of practice exercises and even some take-home exercises to drive it all home.

No you don't need to be a computer guru – we will give you all the skills you need to fly anywhere in Australia without touching a computer *once*.

Tea and bikkies, course outline, notes and practice questions will be provided – please let Ben know if you are interested on 0408 966 979.

Happy Flying!
Ben and Ed.

Don't forget we have a Grob online for GA training, call Ben on 0408 966 979 for rates etc!



Ben and Ed have been working overtime in the gazelle with many people discovering the joy of flying

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Ph (02) 6545 1741
www.sconeaeroclub.com.au

Vale Bobby Gibbes, 1916-2007

It is with sadness that I report the passing of Bobby Gibbes, great friend of Club Life Member Colin Pay and friend of Scone Aero Club.

Gibbes was one of Australia's most colourful wartime heroes, and a highly decorated pilot earning the Distinguished Service Order and the Distinguished Flying Cross with bar.

He was credited with shooting down 12 enemy aircraft and shared in the destruction of another.

After the war he launched an airline in New Guinea, Gibbes Sepick Airways.

He returned to Australia in 1975 and was awarded a medal of the Order of Australia (OAM) in 2004.

Gibbes continued to fly until the age of 85.

Col Pay's Kittyhawk is painted in the same colour scheme as the Kittyhawk that Gibbes' flew in North Africa during the war. At the official launch of Pay's Kittyhawk both Wing Commander Gibbes and his wife, Jeannie attended as seen in the below photograph.

A true national aviation legend.



Not a member? Well look below!

Flying members \$44, Social \$22 and Junior \$11

All these fees include GST It's a Bargain!

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