

# The Upper Hunter Flyer

An unofficial and biased newsletter of the Scone Aero Club Ltd  
PO Box 188, Scone NSW 2337 p (02) 6545-1741 f (02) 6545-9197 w [www.sconeaeroclub.com.au](http://www.sconeaeroclub.com.au)

## A Great Club Fly-away

The Scone Aero Club membership enjoyed a great lunch in Mudgee during August, more than 20 people flying 5 aircraft (and two cars) to the Blue Wren for a 3-course meal. Although some could enjoy the excellent wine more than others, we re-convened back at Scone for a Quiet drink before going home late in the afternoon.

Aircraft participating included Nev Partridge in his C185 –DGL, Steve Bell and Mick Seale in R172 –XTP, Greg Maslin in Airpasture's C185 –GKI, Bob Moore in Cherokee –WFS, Geoff Pinfold in C172 –IEB and finally Neil Robertson in his C182 –WML. All the aircraft had passengers but there was room for ay least 6 more.

Not for years have Scone Aero Club's membership gathered in such strength for a simple lunch but the photos tell their own tale. There are many more fly-outs planned to Richmond, Luskintyre, Temora and other spots this year and next....

...coming?

## The biased Editorial - the Election this weekend.

Many members will have already voted before they receive this newsletter. I have no doubt that many members are looking to policy and track record above and beyond Aviation Policy. But for those members who receive this newsletter electronically, here are a few thoughts of a biased Club President and AUF Chief Flying Instructor. John Anderson has been labelled "the most ineffectual and useless Minister for Aviation this country has ever had", by an anonymous person who might be considered a stalwart of Ag Aviation and Warbird restoration. Anderson has



repeatedly allowed Dick Smith to Dick-tate aviation policy and manipulate the media on Airspace reform issues and has failed to take the lead in Aviation reform.

In an era of User-pays dogma, he has presided over the sale of infrastructure assets like Bankstown, Camden and Hoxton Park Airports... and then when confronted blames the ALP for introducing "user pays". If you were in government and you thought it was wrong.... Wouldn't you change it?

I recently rang the Gwydir office of my local member (Ando) to squeal about he way the government was running Aviation policy in this country. Every Pilot in Australia has the right to approach their local member about the issues that concern them... and yet when I rang Ando's electoral office I was told to ring the Office of the Minister of Transport. I thought I was, but.... Oh well...

As for the rest of them it is a question of thinking about who will support and develop regional infrastructure and most importantly, support essential regional infrastructure in a country that desperately needs subsidised facilities. This not the USA (please pay attention Mr Smith and supporters) with 200 million people spread evenly across the continent to pay for airports and Air traffic control. This is a very different place with most of its 18 million people smeared down its East coast and an desperate need for Aviation throughout its interior. To my mind, that means the majority should support



the minority... and that user pays has no role in Aviation, or (for that matter) telecommunications.

There is no party running a candidate for Gwydir whose policies match what I would like to see for the Australian aviation industry. The Greens actively oppose aviation in their policies. The Labor Party have promised to close Essendon and Point Cook airports, mostly at the behest of lobby groups in marginal seats. The Democrats won't even condescend to run a candidate for the lower house in our electorate and the mixed bag of independents are a lucky dip at best.

No Party has aviation as a serious policy consideration. With over 300 people employed in GA in Gwydir alone, you'd think somebody would? Surely? Ando?

## Is my membership still current?

This Newsletter contains a good opportunity for those ex-members who have not renewed their membership in the last 3-10 years. *We want you back* - and the Aero Club needs your support.

In 1997 the Scone Aero Club boasted a membership of nearly 100 people. A lot of members will be asking themselves, as they receive their first newsletter in a couple of years, if they renewed their membership in response to the last call for subscriptions. Is your membership current? The answer is on the mailing label of this newsletter. You have probably been

issued a new membership number and the first line in your mailing label will be something like:

**248 F 2005  
Mr B. P. Wyndham  
38 Oxford Rd  
SCONE NSW 2337**

This first line indicates my membership number (248), my class of membership (Flying), and the year I next pay my membership (April 2005).

**If your membership is current:** You will continue receiving Aero Club Newsletters; you can vote at Aero Club AGMs; you can enjoy Scone Aero Club entertainment facilities, flight planning facilities, discounted Aircraft hire and discounted AOPA membership. You will soon receive a new laminated membership card telling you:

a) your new access number for the Flight Hut, and  
b) your password for the Flight Ops Computer (including free use of NAIPS Pilot Briefing and Command Flight Planning software) and the Aero Club website.

If your membership has expired we are extending the opportunity to you now to renew your membership – for no penalty – and participate in what could be an exciting era of expansion for Scone Aero Club. If you return the membership form attached to this newsletter you will be able to help the Aero Club embark in a new direction broadening its appeal to the community and broadening its source of revenue to keep the doors open.

#### **But really - Why is the Aero Club here, and why do we need it? Is it relevant in 2005?**

The Aero Club is a social and political rallying point for Aviation professionals and enthusiasts in the district; it is a source of information and education in these times of change and turmoil. It could also be utilised more by its pilot members. What is Dick Smith on about? Who is Boyd Munro? How do I operate VFR in the new Airspace? Is there any advantage to me? Is there any effect on my flight safety? These are questions you will need to answer yourself if you aren't a member of the club, or (worse) if the Club isn't here in the future.

*The Aero Club is constantly working to advance Aviation as a profession, a hobby, a science and a pure recreational pastime in your community.*

Renew your membership today (before the next board meeting of 18 October 2004) and be a part of an exciting new development for the Scone Aero Club. More details on how we can create this new future will be described (for the members approval) at the Annual General Meeting announced elsewhere in this newsletter, or review the website at [www.sconeaeroclub.com.au](http://www.sconeaeroclub.com.au)

#### **New membership news:**

We would like to enthusiastically welcome Nigel Russell Esq, a Sydney-based businessman engaged to Scone vet Catherine Herron and owner of a property directly west of the Airport. Nigel is a Commercial helicopter pilot and has recently won his PPL(A) at AFTS in Bankstown, more news of which later. Other new members recently admitted include James Furringer of Aberdeen, Tom Roger of Muswellbrook, Shane Easey of Blandford, Danny McRae of Quirindi, and Ken England of Turanville.

#### **Ultralight training news:**

The SAC Ultralight school continues to grow apace, having recently passed (with flying colours) an inspection and desktop audit from the Australian Ultralight Federation (recently renamed Recreational Aviation Australia, or RAA). The RAA

has also recently re-issued its ground training syllabus and will follow with a new flight training syllabus, both designed by the famous Australian flight instructor Val Dyson-Holland. These syllabi are designed to tighten up Ultralight flight training in those areas in which RAA pilots continue to kill themselves and their friends, and perhaps more importantly, cause the news media to malign ALL light aircraft pilots as homo/suicidal maniacs.

The new SAC member database will help RAA pilots to keep track of their flight qualifications, their RAA membership and their Flight Currency status. We are also running a Cross-country ground school for RAA pilots that will give the candidates a firm grounding in Navigation skills as well as a basis for their PPL(A) exam should they chose to convert their RAA ticket to a PPL.

How would that work? Ring Ben on 0408-966-979 to find out!

#### **GA training news**

The Aero Club has made an application to CASA for an Air Operators Certificate recently in an attempt to establish an "in-house" flight training school on Aero Club premises. The rush to make this application was pushed partly by the recent Coalition govt decision to increase CASA fees by 120%. CASA rejected the application because our CFI nominee (CFI at another flight school) was not suitable due to a "conflict of interest". There is a law against a person being **Chief Pilot** of two operations but there is no law against a person being **Chief Flying Instructor** of two operations.

Despite this legally questionable decision by Iain Priestly (of CASA Canberra) and David Burley (of CASA Tamworth) we have decided discretion is the better part of valour and

withdrawn our application for an AOC. That way be lawyers.

New recruit to the Scone Aero Club Nigel Russel Esq has recently introduced the board of Scone Aero Club to Mr Ron Bertram, sometime president of AOPA and better known as the owner of AFTS or Australian Flying Training School, one of Australia's leading GA flight schools, based in



Bankstown. Mr Bertram has expressed an interest in running a flying school from the SAC premises and his proposal has been approved by the Scone Aero Club board at its September meeting; and, more importantly, AFTS have put their money where their mouth is and made an application to CASA for operations to commence at Scone as soon as possible.



This arrangement is a win-win arrangement for the Club AND for AFTS; SAC gains

another string to its bow and a ready source of new and enthusiastic members; and AFTS gains a foothold outside the increasingly bitter atmosphere of Bankstown airport.

AFTS propose to use a Grob 115 aircraft for training. The Grob is a modern German aircraft with composite fuselage and Lycoming powerplant, combining modern aerodynamics and proven engines to give more performance for your flight-training dollar. The Grob will be available for Club members to use as a private aircraft (after a check flight) and there are other aircraft, such as a Beech Duchess, allowing us to provide Multi-engine Instrument training for those who have a commercial licence in their sights.

## Exciting events left, right, center...

November is shaping up as an exciting month for the Scone Aero Club.



**Saturday November 13<sup>th</sup>** the peak body for historical aircraft, Australian Warbirds Ltd, will hold their AGM at Scone RSL. As a part of their AGM many AW members will be bringing their Warbirds to Scone; you will also have a chance of seeing the first flight of Pay's new Kittyhawk. The Aero Club is expecting many 'trainspotters' to show up at Scone on the weekend of 13 November and we will need volunteers to man the BBQ and the Bar, flogging sausage sandwiches and cans of Coke. Can you Help? Please call Ben!

**Saturday November 27<sup>th</sup>** the Aero Club will be holding Round 1 of our new Club Championship competition. We invite you to compete against fellow club members and use this opportunity to keep your flying skills sharp. All Pilots in the Club are invited to start practicing their forced landings in the lead-up to the comp which in round 1 will require an accurate circuit (check Heights and procedures) to a glide approach (check your procedures) and a spot landing. You might expect a simulated engine failure abeam the threshold.

There are also many new social events being held at local airfields; Luskintyre is holding an end-of month BBQ and Richmond RAAF Aero Club is also holding a BBQ Fly-in every month. Expect fly-outs to these locations as well as Temora early in the new year. With the recent explosion in private aircraft on Scone Airport we have capacity for over 40 people to travel to these events; stay tuned and *WE WANT TO SEE YOU THERE.*

## Next Meeting

The next meeting of the Scone Aero Club board will be held at Scone Aero Club on Tuesday October 19<sup>th</sup> at 7:30 pm. This is the last meeting of the current board before the AGM and like all meetings it is open to members. **IF YOUR MEMBERSHIP IS NOT CURRENT** then the next meeting is your opportunity to renew your membership before the AGM and be a part of the next phase of the Club's future.

Is your membership current? OR are you taking the Scone Aero Club for granted?

## AGM

As implied elsewhere in the newsletter today the Scone Aero Club AGM will be held at the Scone Aero Club at Midday on Saturday 23<sup>rd</sup> October 2004. All nominees for the board are required to return their nomination form (attached) to the returning officer (Ron Haggarty) before Saturday 16<sup>th</sup> October 2004.

We would encourage all Club members, current and returning, to consider running for a position on the Aero Club Board or nominating someone who is interested. If the Club is not what you want in an Aero Club... why not? Who will change it? You might or the existing board might, but you will need to be at the AGM on Saturday AND you need to be a paid-up member of the Club (just \$35 for a WHOLE YEAR of prestige, power and influence) to make a difference.

## Club flying championship

Scone First National has approached the Aero Club with an offer to sponsor a new Club Championship round of flight Comps. The focus of the comps will be flight safety and preparedness; no matter what kind of aircraft you fly, you need to ensure you are a proficient and competent pilot for all eventualities... even the eventualities you don't want to comprehend.

The focus is on safety and the unexpected. The Trophy will be named for late Club member Geoff Henderson and further details (subject to ratification by the board) will be announced at the AGM.

## Working Bees

There are a range of jobs to be done around the Club. These include:

- Excavating footings for new landscaping walls;
- Laying footings for pavers on the Western end of the Club;
- Sourcing and laying thousands of bricks as the floor of the new Beer Garden;
- Building a new entrance for the Club at Walter Pye Avenue; and
- Re-painting the Club house.

Can you help? We are all trying to make the SAC clubhouse a more relaxing place to be and your sweat will make a difference. We will be calling for your assistance when the timetable for the revamp is finalised, but in the meantime check out the website for some rough concept sketches.

