

# The Upwind View



July / August 2007

Volume 2 Issue 1

## Remember When

Remember the "Cat Palace"  
The Diesel Generator



Friday nights fire,  
No running water, 8x3m



Now .....  
The Temple



## Snippets of Trips

### Batemans Bay 05



Remember fishing trip cancelled due to weather. Diversion to Jervis Bay. Impromptu stay at Huskisson pub

### Gulgong 05:

Finding the strip. Wife or daughter? Mike's Tiger Moth Barnstorming. Jono's B'day cake.



### White Cliffs 06:

Aaron's 1st Nav in Australia. Lunch by Mrs Halliger at Cobar. Stink beetles. Bruce the Opal Wonderer. The Tilpa Pub with meat with meat garnish.



### Dicks Place 06:

The steam train and mini bar. The garden. Boys stalking Dick for this photo.

**Echuca 06:** Jono's endorsement in houseboat driving. "Hello Dinki Di this is Juuliee". Lunch at the vineyard



**Tassie x2:** Flying teapot café. Friendly Beaches airstrip. Lobsters, King Island Cheese Factory. Jo in her 152 waiting for the 182 to arrive.

## People, People, People

**Ed Elsom:** Has been flying since 1956 and has held a British, Irish and Australian Pilots Licence. He rides his motor bike from Mosman to Fly.

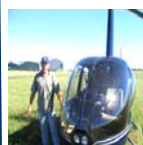


### Sabine Schulze Hillert:

The German Blonde bombshell. Completed her Private Licence with the last 30 hours in her last week in Australia. Is now converting to a German Licence. Introduced us to the 'Fire Tongue Bowl'.



**Aaron Kubiak:** An Irish CPL student who has made Bathurst and WardAir his home. He has completed his CPL, NVFR and wants a career in aviation in Australia.



**Mark Jeffress:** Completed his PPL in record time. He now has his commercial helicopters licence (with Sal helping with helicopter theory??) and owns his own helicopter.



**Jeanette Starr:** Jeanette completed her PPL. Allegedly purchased her aircraft JUZ because it was blue and had a J in the call sign? Not true! Has since completed her Helicopter licence

**Jeremy Fox:** "The Fox" completed his PPL and purchased a C172 IEA. Known to have flown from Sydney in his lunch break for a chat and a coffee.



**Michael Antolovich:** Is a computer lecture at CSU. He has completed his PPL. Likes to brag to his children when he has been for a fly whilst they have been at school.



**Neil Meulman:** Started with WardAir in Sept 2006 after an 11 year break. Gained his PPL in April this year and recently purchased a Beechcraft Bonanza.



**Parkes 07:** This picture says it all!!! Jono trying to get photos of all the Pricilla's.



**Longreach 07:** The 707 that didn't land. Janice and Peter being escorted by the police. The Jumbuck Hotel minus the "Jolly". Kiss Me Kate Opera. Bourke Chinese for dinner.

**Canowindra 07:** The 1600m International paddock. "Taste Canowindra". Line up of aircraft - lightest first, heaviest last to take off.



## What's On.....

**The UNKNOWN Adventure- 18th / 19th August**

Depart 1pm. Saturday. Return 12 noon Sunday. Approx 200nm.

**SUNDAY LUNCH - September 9th "The Gong" ie YWOL**

**PILOTS MEETING - Every Friday @ 6 pm.**



## PILOT PROFILE

**Name:** Holly Russell

**I am very bad at:** Cricket, it is the only sport that makes me feel like a girl when I play it.

**If I wasn't me I would like to be:** Stella...What a life!!

**First Passenger:** My friend Paul

**Favorite Restaurant:** Lolli Redinis in Orange

**Goal in Aviation:** Instruct, get Sea Plane Endorsement

**What are you reading?** The new Harry Potter of course

**Interests other than aviation:** Soccer, food, wine, reading

**Most memorable moment in aviation:** My TIF

**Pet Hates:** People smoking in front of me

**Something you couldn't do without:** My Family



## Cassutt Racer

First built in the early 1950's the Cassutt Racer IIM was originally designed by an airline pilot and aeronautical engineer for "Formula One pylon racing". The aircraft over the years has remained relatively unchanged and presents in two connotations, the Racer with a 15ft wingspan and the Sport with a 17ft wingspan. The power plant is traditionally a Continental O-200 (100hp) however Lycoming O-235 and O-320's have been installed. (O-235 being the power plant in ITI.) The aircraft's performance stats are very much like a small twin, with a stall of 62knots, minimum control speed of 85 knots and approach speed of 110knots. In the cruise one can expect to see 160 knots indicated and flat out up to 200 can be accomplished (VNE is 215knots). The aircraft is extremely predictable in the air, however given its "short coupled tail-dragger stance" can be a big of a challenge on the ground where 1000m is required to land.



## Flying Accessories: - Aircraft & Partners

**VH-FMG** - Loved by all, the Cessna 152 owned by Chris and Jo Gooden. Jo took it to Tasmania, flying over Bass Straight by herself. It has recently been sold

**VH-YLL** - Neil Meulman's recently purchased a Beechcraft Bonanza, much to the envy of the rest of the airport.



**VH-ITI** - The "Silly Little Aircraft" featured above belonging to Jono Graeme.

**VH-RHG** - The Twin Commanche

**VH-EIB** - A Cessna 172 recently purchased by a syndicate of locals



**VH- KFA** The Kaffa' - Big Gav's C172

**Janice Navin:** Started flying this year. She has passed her BAK exam and completed her first 6 lessons.



**Chris Gooden:** Started to fly after his wife Jo completed her Private Licence. He has passed his GFPT and PPL theory exam, now for the X-country??

**Jennifer Scott:** Has almost completed her PPL. She had her first solo on 19th August 2005. Gained her GFPT on the 17/01/07 and went on her first solo nav on 4/05/07.



**Donna Starr:** Has started flying this year. She has completed her first couple of lessons. If only the weather would improve!!

## Cold Starts - Especially in those frosty Bathurst mornings

This is prevalent with temperatures 10° or below. It is indicated by the engine turning over but not firing.....

Do not keep cranking. The battery will flatten and possibly overheat the starter motor.

Before the initial start pull the propeller through several times by hand to break loose or limber the oil. This conserves battery energy. Make sure that the **MASTER AND IGNITION SWITCH ARE OFF!** whilst you do this.

You will have to increase the number of primes when it is cold. Pull the primer out whilst you do your Daily Inspection.

For VH-MGZ you have to prime at least 7 times. Avoid having the master on for long periods of time before starting.

This also drains the battery. Start as per a normal start after priming. The engine may fire then die. This is likely to be Carby Ice. Pull the carby heat on quickly after the engine has fired and leave it on until the engine is running smoothly. This is because the aircraft will gulp in a lot of cold moist air on start.

If you cannot get the aircraft to start the best thing to do is to come in, have a cup of tea and try again when the temperature has warmed up a bit