

Plane Torque



Tasmanian Aero Club Newsletter

Volume 62 - July October—December 2008



*Well another financial year gone and they seem to be passing more quickly. Last years was somewhat disjointed due to staffing however we survived and managed to turn around the previous years loss into an almost exact opposite in terms of an operating profit amount for 2007/2008
We look forward to the coming year and its challenges and irrespective of the global economic crisis indications are that GA is still alive and well*



Cystic Fibrosis sufferer 12 y/o Daniel Lucas tries out the Conar Freighter on Fun Flight Day

TAC

- AVIATION FOR THE FUTURE

Tasmanian Aero Club

A Registered Company

Inc: Tasmania Air Charter &
Tasmanian Aviation College

Launceston Airport -Western Junction

ABN 16009476475

Postal Address. PO Box 63 Evandale 7212

Phone . 03 63918330 - Fax 03 63918662

E Mail. tasaero@bigpond.com

Web. www.tasaero.com.a

Directors

Paul Herron	President.	63445899 0418132491
Marcel Jansen	Vice President	63622305 040849371
Joseph Miller	Secretary / Treasurer	63434934 040743493
	
David Barratt		0434343293
Chris Clarke		0408103012

Staff

Tony Jacobs	Chief Pilot Operations Manager
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THE TASMANIAN AERO CLUB IS A MEMBER OF

**AIRCRAFT OWNERS AND PILOTS ASSOCIATION
OF AUSTRALIA**

**ROYAL FEDERATION OF AERO CLUBS
OF AUSTRALIA**

AND

RECREATIONAL AVIATION AUSTRALIA

**Newsletter Produced and Edited by
Joe Miller.
millerjo@bigpond.net.au**

**All items, photos and comments in this Newsletter
are written, taken, compiled and or prepared by the
Editor unless credited otherwise.**

**The content of this Newsletter is based on reasonably
gleaned information and no responsibility will
be taken for inadvertent mis-information**

WHERE ARE WE AT

A lot has happened since we last had a regular Newsletter and it is hoped that we can continue and now put one out quarterly.

Some of this may be old news but one has to start somewhere.

Following the resignation of Michael Lawrence Duffy returned in October 07 to keep the Club running.

Joe Miller resigned from the Office/ Administration but remained Secretary / Treasurer . The office which was ultimately taken over by Tony Jacobs who has since been appointed Chief Pilot.

Joe had some serious bouts of illness and a few unwanted stays in Hospital but is now recovering slowly and is back on deck. Also he and Keren managed to get in their Canada / Alaska trip.

Duffy finished up again around April 08 and headed off to continue his round Aussie trip and is due back (home) around Christmas time.

General Aviation training is being undertaken by Western Aviation with Ed Jones as CFI.

Ed is also CFI RAA.

Dean Wellington is fulltime instructing on behalf of Western Aviation and does both GA and RAA.

John Morley is engaged with RAA training several days per week or as the work requires.

The majority of Charter is being done by Tony with able assistance from Rob White and this side of the business has been relatively busy.

Overall the Club is operating well although we are still having our ups and downs.

Benefits were evident in not having permanent employees and fixed overheads and we have managed to recover from the 2007 financial deficit back to an operating profit of around the same amount.

So that's about where we are at.



TRAFFIC



Lindsay Fox's LEF flew in for a days golf with Fox junior and party on board.

Eclipse 500 N580 WC flew Archerfield Launie Hobart Archerfield.

Owned by Wanless Waist Management who also incidentally own Jones Waste Management Launceston

This is the 1st Eclipse in in Australia and the only one in southern hemisphere. It is the Furthest flow Eclipse and manufactured in Alberquerque New Mexico .

Mark Watson the Squirrel pilot who operated through the Club on geophysical work is back as check and training for Pionair on the Convair. Being a fixed wing Ag Operator (Crescos) a Chopper Pilot, and a range of RPT aircraft he certainly is well diversified in aviation.

Virgins Embraer fleet has commenced operations into Launie on both the Melbourne and East Coast routes..

A range of King Airs and lighties have also been in amount over the months with nothing of specific note.

FUEL Prices - Hire Rates

Fuel prices are slowly coming down and a check was made recently to compare the TAC flying g rates with other organizations. It was found that we are more than competitive and in fact mostly cheaper than the majority of main land organizations

Where possible rates are kept to a minimum to benefit Club members in affordable flying

FLEET



MBE 's new engine is into its second hundred hours and running sweetly. Due for 100 hrly **J160 4544** is headed towards 500 hours and apart from a few minor hiccups has been running well.

J160

WIX is down to 200 hours ETR and due for another 100 hourly.

The Directors are still pursuing the sale of **WIX** with the intention of cross hiring a late model replacement.

LET returned for a couple of months but has since returned to Essendon and is due back the second week in October

PNX has been sold and is now owned by Richard Saddler from Barnbougale.

The Club retains the cross hire arrangement with Richard and the aircraft is on line

WIQ just completed a 100 hrly and up to date and taking the load of **WIX**

Annual General Meeting 2008

The AGM was held on the 10th October 2008 with members attending

The Financial Balance Sheet was reversed from the previous year with an operating profit of equal to the previous years loss which was an excellent result

There were no new nominations for Committee and those re-nominating were elected.

Office bearer positions for the ensuing year were decided at the next General; Committee meeting on 13th October 08 and remain as;

President - Paul Herron

Vice President - Marcel Jansen

Secretary /Treasurer - Joseph Miller

ACHIEVEMENTS

Commercial Pilots Licence

Gene Carins

Chris Clarke

Anna McFarlane

Gene is presently employed by

Chris is not flying and Anna is presently doing her practical Instrument training in SA having passed the IREX

Private Pilots Licence

Alistair Green 28/08/08

Scott McKinnell

RAA Licence

Scott McKinnell 30th November 07

Alistair Green 14th March 08

Adrian Mallett 16th march 08

Michael Long 17th March 08

Richard Forest 18th march 08

1st Solos

Craig Loosemore

Paul Marshall

Tracy Palmer

Flynn Ruddick

Adam Stobart

Anna McFarlane has completed her IREX and also the practical and has since taken up a position with Par Avion flying the 206 to the Southwest.

Martin Eadie was home for a few days in December and completed his Constant Speed and Retractable endorsements in Arrow DWW

Congratulations to all , safe flying, and may you enjoy your pursuits in aviation



PPL day for Alistair Green

New members

Welcome to new members,

Student

Adam Stobart

Stephen Heron

Scott Jansen

Alexander Long

James Wing

Michael Obert

David Keily

Social

Jennifer Murdoch

Murray Collings

Brian Esplin



We hope your association with the Tasmania Aero Club is a pleasant one and we welcome you , your family and friends to the Club.

Fun Flight Day

The TAC recently hosted around 30 Children and their families to a BBQ lunch and Flights down the Tamar and return.

The Children were all sufferers of a serious disability and enjoyed the day immensely.

Thanks to Pilots Tony Jacobs, Rob White ,Chris Clarke, Ken Stanton Martin Renilson and Western Aviation for their time.

Thanks also to Craig Loosemore, Jill Phillips and Bill McKinnon in organizing and preparing the lunch.



Above L Tony Jacobs and pax in MBE = Above R . A couple of rare aviation birds on the observation deck

FUN FLIGHT DAY



Above L. Mathew and Julie Lane with son James 8 = Douglas with smoke on in the Nanchang downwind for 32



Above L and R Visitors get a chance to go airside and check out the aircraft

Out and About



Midlands Fly In ACST

The Aero Club of Southern Tas held a fly In to Tunbridge, Valleyfield and Quorn Hall accompanied by a time trial and BBQ. Unfortunately it was not a good weekend for the TAC and Brian Green in WIX went along as a judge.

Danny Player and Chris Middleton managed to take out a place in the time trial

Fly away Flinders Island.

A Flyaway was organized by the Flying Teapot and saw Marcel Jansen and in Marcel's J 160, Chris Clark and family in MBE and Tony Jacobs and in PNX

Fly away Temora

Several Aircraft flew to Temora via King Island and mainland ports for the weekend. Tony Jacobs and Harry Sheriff in AFI Marcel Jansen in his J160 and Alistair Green and a friend in WIX. Apart from Tony's sunburn and a crack on the shins for Harry all had a good weekend and about 15 hours flying, return for each aircraft

BAK COURSE 2009

The Launceston College will again be running a BAK Theory Course commencing early in the New Year which will qualify you to GFPT if you have the required practical training .

The course will be held on Tuesday evenings between 6pm and 9pm and runs for 33 weeks. Cost for non LC students is \$150.00

Interest persons should contact Pill Goss on 63327777 or 0438067051

Brochures available at the Club.

This is a great opportunity for those who find it difficult to get in to the study mode

Committee News

The Committee is still soldiering on and both Marcel Jansen and Joe Miller would like to thank members for the best wishes and support over the last twelve months both being absent and hospitalized for considerable periods due to illness.

A decision was made recently and the Club has purchased a second J 160, previously owned by the Aero Club of Southern Tasmania . This aircraft will supplement 4544 and has been fitted with a newly reconditioned engine and a new propeller. It is in excellent condition and presently cross hired to Western Aviation at Wynyard.

A new 6 burner BBQ was purchased recently and 1st tested at Longdown which is a welcome replacement for the old dragon we've had for many years

Another Open Day planned for November has been held over till later in the New year which will give more time to make arrangement although the theme for this day will be simply the promotion of aviation with a view to recruiting for both GA and RA

The Committee is also looking at options relative to Club House maintenance. As most of you will have noticed the Northwester side of the building is in need of attention and could be tidied up reasonable le we'll with a couple of working bee days

The old head banging slide between the lounge and d the kitchen ahs finally been removed allowing a 7ft entry. This occurred after many a visitor nearly brained themselves and the Committee had threatened (but never got round to It) in having it removed.

It was rather distasteful to learn that someone had helped themselves to a members expensive headset and also the model 172 of WIX which was used as a training aid.

Together they just simply disappeared from the Club and haven't been seen since.

Maybe one day the model could be spotted as its rather easily identifiable.

Club membership

Its almost time again and within a few weeks 1st January membership renewals will be sent out. 2008 was somewhat disappointing as some Members either decided not to or overlooked their renewals.

The Club relies on membership renewals not only to assist with finance but to provide a facility, comradeship and enjoyment for those with a common pursuit and interest in aviation

Please support the Club as it is you the members who keep it going, and have kept it going since 1927

Renewals will not only be sent to financial members but those who haven't renewed for the last couple of years

Licence—Medical Detail etc

The Club has commenced a Register of details of Club Pilots.

Medical, BFR ASIC and RAA expiry is now recorded and currency available with pending renewals being highlighted.

Members who have not provided detail for the register are requested to do so when next flying and or visiting the Club

Launie Tower.

Over recent months Launie Tower personnel have been hit with a variety of illness and staffing at times has been minimal with reversion to MBZ procedures being in effect.

A couple of valiant efforts were made however Rod sounded more like he was on death's door and the rest were not much better.

Members not fully brushed up on MBZ procedure should do so as reversion to this procedure is presently quite common at Launie.



Eclipse 500 N580WC at Launie 29/10/08 (Story see "Traffic" pg 3)



Virgin's first Embraer in to Launie ZPD taxis to the terminal

A word from the Chief Pilot

Just a couple of things that require a mention.

Recently WIX was noted to have severe flat spots on both main tyres which were duly replaced with new tyres.,

Within two weeks the new tyres were noted to be in a similar condition and observation from the Clubrooms has determined the problem

It is not uncommon to see tyres smoking for extended periods on touchdown and obviously **someone** has their feet on the brakes.

With 1800 meters of runway the need for brakes other than for directional control is minimal.

Also again relating to WIX.

WIX has only limited hours to run and we may get up to 200 hrs extension, however she does not like prolonged running at low idle speeds.

Please ensure all checks and briefings able to be done are done prior to start-up.

It has been noted some aircraft sit at idle for 15—20 minutes prior to taxi. This is not only unnecessary but not cost effective for the payee



The Directors and Staff of the Tasmania Aero Club take this opportunity to wish all Members, Supporters and Families a very Merry Christmas and prosperous New year



Longdown Xmas BBQ

The Annual Xmas BBQ Fly-In was held at Longdown on Saturday 5th December. Whilst aircraft and numbers were down those that attended had a good time. The weather was fairly ordinary and changing throughout the day. Due to other commitments a large number of apologies were received and we hope to see you at next years event. The venue for next year is yet to be decided.

Oils

Please note that oil is no longer purchased in bulk and available from the Oil Cupboard. Oils are now purchased in cartons of 1 litre bottles and are available from the Club. Please ensure oil is included on the running sheet of Club operated aircraft. For other aircraft a Sale is to be recorded. Funnels are available and please ensure their use rather than lose half the container into the engine cowling.

HOUSEKEEPING

In the not to distant future the Club rooms will require some maintenance both internally and externally. It is intended that the majority of maintenance which relates to painting etc can be carried out by Club Members. Materials can be purloined and when the time comes we ask that you consider giving a bit of time even if only a couple of hours.



The internal carpet is also in need of cleaning and it is hoped this will be done shortly.

TASMANIAN AERO CLUB NEWSLETTER



If undelivered return to
Tasmanian Aero Club
P.O. Box 63
Evandale 7212 Tas.

To



Horizon (Alaska subsidiary) Dash 8 400 pictured at Fairbanks Alaska

IF YOU HAVE ANY ITEMS OF INTEREST , STORIES TO TELL, SUGGESTIONS OR ANY INCLUSIONS YOU MAY WISH TO PUT IN THE CLUB NEWSLETTER PLEASE SEND TO THE EDITOR VIA E-MAIL, LEAVE AT THE CLUB , POST, or just phone me 0407434933

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