

## Thanks to Rohan ...

For taking the time and effort in the past to produce a Club Newsletter. This, together with the work of Secretary & Treasurer has been an outstanding contribution to the Club. Of course, behind every good man is an even better woman – so thanks also to Bev!

At the AGM held recently, I was asked to be the Editor for future Newsletters. I hope to be able to build on the great job that Rohan did. So here I go for my first Newsletter. Tell me if I dribble on too much!

## AGM – excellent turnout!

Well, it is not often there are more people at an AGM than a normal meeting – however, at our AGM on Wednesday, 5<sup>th</sup> August, 2015 there was a wonderful representation of Club Members. This is a clear indication of the health and wellbeing of any Club!

**Congratulations** to the following elected Office Bearers –

Club President – Glen Gray

Vice-President – Rod Hondow

Secretary / Treasurer – Rohan Scarfe

Club Captain – Steve Munn

**Thanks to Steve** – for leading the Club so sensitively and professionally over the past 3 years. Steve – your efforts will not be forgotten. Thanks for the significant part you have played to bring the Club to the very healthy position it currently is in.

**Welcome to Glen** – Glen willingly put up his hand for the task of President of the Club (another sign the Club is in good health!). We are extremely fortunate to have someone of Glen's calibre taking over the leadership of the Club. Welcome aboard Glen. Your crew are right behind you!

## From the President's cockpit ....

*Hello Members,*

*First of all many thanks to you all for your support in electing me as your Club President.*

*It's certainly a privilege to hold this position.*

*As you are aware we are in the middle of a new era in governance which has involved a new experience for the club in Leasing and Licensing. This is difficult for us to get our heads around, but we have been ably led through this process thus far by Steve and Rohan. Following the AGM it was decided that the club would further petition the Council for a reduced lease cost in order to keep the club viable in the future. We have received verbal support from several councillors, so at this stage things are looking favourable. However I will keep you informed of further development on this subject. Thanks to you all for your spirited input on this subject.*

*The club has a BBQ lunch on the 3<sup>rd</sup> Sunday of each month. This is an invitation to all members and friends to get together for a catch up. If anyone thinks that every month is a bit much, please let us know. We're open to feedback so that we can get better at what we do.*

*I think that sometimes we take our privilege as pilots for granted and often we tend to just jump in and go for a spin. If you happen to see someone sitting at the club, maybe offer to take them for a fly. Not everyone owns an aircraft, but most people who hang around airports want to go for a fly.*

*Don't forget that we have been invited to the Mildura Aero Club on Saturday 29<sup>th</sup> August. They have arranged this day for our club in appreciation of our hospitality to them in the past.*

*That's it for me for this month.*

*Beware the dreaded flat tyre.*

*Cheers,*

*Glen*

## Club BBQ area update

The BBQ area is slowly progressing under the expertise of Mike Zeppel ( many thanks Mike) Craig Kingham has completed the second fix plumbing. His work is of extremely high standard, so if you're looking for a qualified Plumber, he's your man.

The roof and external cladding are in place with the first fix electrical now complete.

We've started on the internals with some insulation and gyprock being fixed.

This week we plan to fit the roller door and the rear door to the store room which will bring the extension to “lock up”

Roger will be doing some finishing work to the cladding in the near future.

Would like to have a working bee in the near future so will advise as soon as I get myself organised.

Stay tuned.

Glen

### 3<sup>rd</sup> Sunday of the month “Family” BBQ’s

Make way boys, on the 3<sup>rd</sup> Sunday of the month, us girls (and kids) are coming to join you for a BBQ!! Yep, that’s right, Sandra and I have made a pact to join ‘the boys’ at the Club Rooms once a month *and we invite all family members of the Club to join us!* Just bring a salad. Meat is supplied at \$5 per person. Of course, it would be great to know how many will be coming, but we want this to be a relaxed occasion where people just feel free to come and go as they please.

Here are the dates for the remainder of this Financial Year. Put them in your diaries and let’s see if we can make this monthly BBQ something that we all look forward to -

20/9/15	20/3/16
18/10/15	17/4/16
15/11/15	15/5/16
17/1/16	19/6/16
21/2/16	

We will also distribute these dates to Fly In Registrants because many pilots have expressed interest in returning to Loxton for the day.

#### **Our first Aero Club Family BBQ and Fun Day!**

This was held on Sunday, 16<sup>th</sup> August (as advertised). It was a really lovely little gathering of the Grays, Pococks (and their friends from Adelaide, Barb & Colin), Mike Zeppel, and the Pals. Then Howard called in and so did the Scarfes (by plane) on their way back from an overnight trip to Mildura. Theo kindly took me (Kerrie) up for a fly (and control of the aircraft for about 30 mins – silly man!!) – but seriously it was excellent experience for me, so thanks Theo. We decided to land after Dave Pocock and his friend Col were down. Dave had been flying around the local area after a trip to Renmark for the breakfast – which they missed because of late departure due to fog. Needless to say, Dave and Col were famished by the time we ate lunch!! We were landing on 26 and ½ way down the runway there

was a Jab parked (to the side) with Sandra and Glen walking back to the Club Rooms. That story is for Glen and Sandra to tell! Suffice to say, it was a day of drama, planes in the air, good food, wine and good company! See you at the next Family Fun Day BBQ on 29<sup>th</sup> September!



### Welcome to our newest Members

Social Members – Annette & Ken Cole and Debbie & Anton Thiele

Full Membership – David and Sherri Pocock

### Club Room Update

#### Cleaning Roster –

Many thanks to Members who have volunteered their time to keep the Club Rooms spick and span :  
September – Palamountains (*that’s a bit embarrassing – thanking ourselves!!*) Special thanks to the Grays who cleaned for July and August!

October – Pococks

November – 6 monthly working bee clean up

December - Munns

### What’s happening in the aviation world?

**Invite to Mildura on 29/8/15 POSTPONED** - The Mildura Sport Aviation group have invited the Loxton Flying Club for a BBQ Lunch – **date to be**

**determined – sometime in September.** Rohan will let us all know when the date is finalised.

There will be no charge in lieu of the hospitality shown to our members, by Loxton Club, over some years.

The BBQ will commence at 12.00 noon, Vic time.

**Jamestown Air Spectacular** – Sunday, 18<sup>th</sup> October, 2015. [www.jamestownflyinggroup.com.au](http://www.jamestownflyinggroup.com.au)

If anyone is intending to go to Jamestown, please write your name on the white board on the fridge in the Club Rooms.

**Aeroscene** – contact Jeff Schuster for more information : [jeffmarl54@gmail.com](mailto:jeffmarl54@gmail.com)

**Mystery Nav Flight Clare, Jamestown** – Sunday, 23<sup>rd</sup> August, 2015.

**Oct 3rd long weekend fly away** Gawler, Warracknabeal for lunch. Then on to Bacchus Marsh, Werribee and follow the VFR coastal eastbound approach point at 1500FT from Laverton BOM Tower reporting on CTAF 132.1 then following the coast South 1500FT across to Tyabb, staying the night early booking essential. Sun. morning depart coastal to the 12 apostles and continue to Mt Gambier for overnight or return coastal via Robe Coorong. Lots of interest on this one so indicate early to save disappointment on accommodation.

**Aviators Newsletter – Ian McDonald (YMBD)**

Ian sends out a regular, informative, Aviators Newsletter monthly. Ian is happy for anyone to be on the mailing list for the Newsletter.

The link, below, will enable any interested person to “subscribe” and that way they can opt in and out if they so desire at any time.

[http://eepurl.com/YUn\\_v](http://eepurl.com/YUn_v)

### **Flying high ... what's happening in the air?**

OK – I would like a report on everyone's flying trips from now on please! We are a Flying Club and it would be great to hear about what people are doing 'in the air'. Please send me information as it happens and I will include it in the next Newsletter.

To kick off, we will tell you about our lessons at Murray Bridge Light Aircraft School. As you know, we are hoping to be in the air in 2016 in our Tri Z. Apart from finishing the plane, we have begun flying lessons – Roger to get his Biennial Flight Review

done (he has not flown for 9 years) and for me (Kerrie) to learn how to fly from scratch.

**Roger** – he has had 7 lessons so far, which is more than he expected to do. Maybe having only flown for 60 hours 9 years ago may be contributing to the disappointment of not 'getting it' quicker this time round. Different Instructor? Age contributing? Whatever, he is almost there.

Stop Press – Roger went solo on Sat 14/8/15.

**Kerrie** – I am learning to fly, not because I have had a burning desire to fly, but because I will be co-piloting our plane and want to be involved and know what is going on. Also for safety reasons.

Surprisingly, the first 3 lessons were great. I actually enjoyed flying (which was a big surprise). Then I had a different Instructor for the next 3 lessons. I think Ian, my first Instructor, must have written glowing reports about my progress, because at my 4<sup>th</sup> lesson, Mike asked if I wanted to take off. Well, I suppose so, I answered. Mmmm – not enough right rudder I heard forcefully coming at me over the radio as I careered in the air, yawing badly to the left off the runway! Poor Mike. He quickly determined I needed more 'upper air work'. The 5<sup>th</sup> lesson, Mike took me straight into circuits (did he have a mental blank from the week before – maybe it is nature's way to block out previous traumas?) I was not ready for circuits and after 30 or so minutes felt sick with anxiety and my legs felt like lumps of concrete. What a shitty lesson. The 6<sup>th</sup> lesson with Mike was an improvement because all we did was upper air work. Ian returned for my 7<sup>th</sup> lesson – a good lesson because Ian backed off and I got some confidence back. All I did was more upper air work, but it felt good. I actually knew what instruments to look at and what to do to correct problems. 8<sup>th</sup> lesson – better again. Actually took off (apparently by myself – but I am still mystified by how the plane gets in the air!)

Stay tuned for more of my exploits in the air!

My Instructor has sent me through this Youtube link about an amazing young woman who flies without arms. It is almost unbelievable. He sent it to me to encourage me (shame me) into continuing!!

<http://youtu.be/b2IqpPSF9-U>

**Rohan & Bev**

Rohan & Bev take a look across Backstairs Passage to Kangaroo Island from 3,000 feet above Cape

Jervis on a recent family scenic flight along the south coast in the Archer.



## Close encounter at 3,000 feet

**Rohan Scarfe**

Last weekend Bev & I flew the Archer to Mildura for an overnight stay and took some rellies for a scenic flight over the area on Sunday morning. The airport was fairly busy with the odd Qantaslink turbo prop and/or Virgin jet plus an air ambulance coming and going amongst the Jabirus and us.

Having departed Mildura for our return flight, and broadcast our departure on the CTAF we monitored the area frequency during our flight to Loxton. Most of the chatter was between Melbourne Centre and IFR aircraft from around the south east of Australia. As we were not departing from, approaching or overflying any airfield or way point, we made no further position reports or broadcasts until 10 miles from Loxton.

As the cloud base was about 4,000 feet, were unable to fly at the recommended hemispherical altitude of 4,500 feet, so were cruising at 3,000 feet over the Murray Sunset national park. As we approached the SA border, anticipating the Loxton airfield coming into view in the distance, we were looking out ahead when I saw an aircraft approaching slightly higher than us and crossing our path not far ahead!

As I pointed the aircraft out to Bev and digested the situation, we were closing at potentially 250 knots, and he was getting bigger in the windscreen! I banked right to increase our separation, and as we passed I was able to clearly see the other aircraft, it's type and colour (low wing; red/white), and if I had thought quickly enough I could have read the registration from the side of the fuselage! That's closer than I would be comfortable with even in the circuit.

We continued on our way, not sure if the other aircraft even saw us, and wondered why we had no indication the plane was even in our vicinity. Neither of us had any obligation to make any radio broadcasts, and we had not heard a departure call from any nearby airfield that would have alerted us to a potential conflict. We supposed that, like us he was en-route somewhere with no need to tell anybody else where he was.

Later we heard some non-operational "chatter" on the CTAF between two planes in this vicinity, sounded like they were travelling together and about 10 minutes apart. I wish they had chatted earlier, I might have recognised a potential conflict and made contact with them to plan our avoidance.

So I Googled hemispherical flight levels in Australia to make sure of my understanding that it was not compulsory below 5,000 feet, but still a good idea (try finding this information on CASA's website!). What I came across was a report of an almost identical occurrence in 1999 to an aircraft flying between Murray Bridge and Renmark. This article in CASA's *Flight Safety Australia* was then analysed by the experts and came to the conclusion that no matter what technology or procedures we have in place, there is still no substitute for keeping a good lookout all the time.

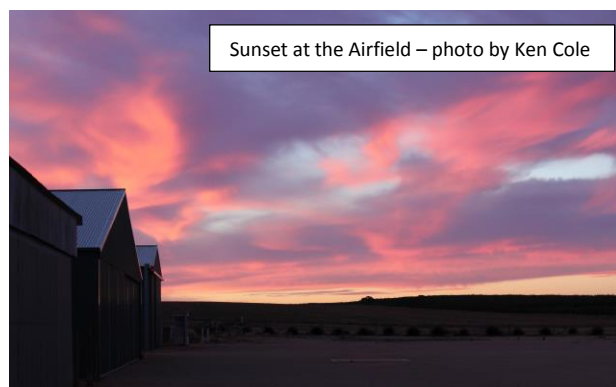
I still wonder if I should have sacrificed some height to fly at 2,500 feet, or if I should have broadcast my location and intentions on the area frequency occasionally. (Is this appropriate or just too much chatter?). I'm going to wash the windscreen too, and make it part of the pre-flight.

I'll also try to fly on the hemispherical altitude in future if at all possible, and hope that others do too.

## **Loxton Aero Club's 6<sup>th</sup> Biennial Fly In**

The date has been set – 7 & 8<sup>th</sup> April, 2017.

Could all Club Members please start to give some serious thought to our next Guest Speaker at the 2017 Hangar Dinner? We need to issue an invitation asap – certainly at the latest by early 2016.



## Let's get to know ....

How well do we know each other? Probably fairly well the truth be known for a few of us, but perhaps not generally. So, each Newsletter, we will feature different Club Members. Your turn will come!

To begin with, why not get to know our new Club President, Glen and his wife, Sandra Gray? Thanks Glen and Sandra for sticking your necks out and being my first guinea pigs!

Q's	Your answers
Where do you live and how long have you lived there? Also where have you lived before moving to the Riverland?	<i>Lived in Loxton for the last 14 years. Prior to that we lived in Bordertown in the South East for 7 years, Cambrai for 6 years and Adelaide before that. I'm originally from Broken Hill and Sandra is from Adelaide.</i>
Tell us a bit about your family. Children? Grandchildren? Pets? Significant others in your life? (nosey isn't she!)	<i>3 Girls. Kristen, Debra and Lee-Anne. 8 grand children (won't name them, we'll run out of space) All live elsewhere. Our current family consists of Holly the Border Collie 13, Kit the Shetland Sheepdog who is 8 and Molly (the rescue cat) who is 13 we think.</i>
What are your interests outside of aviation?	<i>Nothing else for Glen besides handyman activities. Sandra's life is taken up with looking after the current family (training the dogs and me) and Christian focused areas.</i>
Current work life? Paid or voluntary work? What is it? Any plans for the future?	<i>Part time with Townsends Travel doing a school run and some tour work. Plan to do more flying and one day build my own aircraft from a kit. I haven't discussed with the wife yet.</i>
OK – some flying stuff. Do you own or have access to a plane? Your most enjoyable flying experience in the last 12 months?	<i>Currently have access to a J200 though the generosity of Duani and Jarrod Vowles. Haven't done a lot of flying in the last 12 months but hope to rectify that this year.</i>
How would you like to see the Loxton Aero Club develop or progress over the next 2 years?	<i>Would like to see our ladies enjoy the club as well as the men. More day trips away so that we can return some visitation from those who have frequented our club. EG Mildura who have sent us an invitation for 29<sup>th</sup> August for lunch in appreciation of our hospitality to them.</i>

Well, I hope you have enjoyed reading this Edition of the Loxton Aero Club Newsletter. In terms of frequency of future Newsletters, this will depend largely on the information forwarded to me for inclusion in Newsletters. I suspect a Newsletter will be done every 2 – 3 months, but more often if the need (information provided) arises! So, the moral of this is – keep me fed with Aviation and anything else of interest to Club Members and I will keep producing Newsletters!

CAVOK, Kerrie.