

NEWSLETTER

President's Report



Welcome to the new and improved Kyneton Aero Club Newsletter. I had a bit of time on my hands during a relatively quiet Christmas and New Year period so thought I'd put my hand to creating a bit more professional looking newsletter. Hope you like it.

As we enter another year (I know, where does the time go!), the club continues to go from strength to strength. The club con-

tinues to remain financial sustainable, supported by an ever growing membership which has just reached 150—a significant milestone and a testament to everyone who makes the club what it is.

It's great to see the new BBQ and outdoor area setup getting a lot of use. If you've not taken the opportunity, get out there on a fine day, cook up a snag and watch some flying...it can be pretty entertaining at times.

Speaking of entertaining, I recently completed training and received my tailwheel endorsement. For those that grew up with "conventional" undercarriage, for those of us who have many hours

and years behind the steerable wheel it can be a bit of a challenge to undo a lot of the techniques required when sitting in front of the steerable wheel. That said, it was great fun and a great reward to be able to go and fly a whole new range of aircraft. If you're looking to reinvigorate your flying, go for a new endorsement or get Mike Bourke to challenge you a bit. It's like learning to fly all over again.

Until next time. Safe flying.

Cheers,
Matt.

Special points of interest:

- **Following an extraordinary Committee meeting in December, the Club has signed an agreement with Kyneton Flying Tigers (Yak52 syndicate) to lease the "tractor shed" following the sale of that hangar. This formalizes a long standing agreement previously with Col Griffin.**

Quiet Achievement Honoured

During the Christmas party held on Saturday the 1st of December, I was privileged to award Niels Jensen with an Honourary Life membership of the Kyneton Aero Club.

Niels was nominated for service above and be-

yond, his commitment to and pursuit of the Club's aims and highly regarded as a good ambassador of the club. The nomination was unanimously supported by the Committee.

As many of you will know, Niels maintains

the club tractors in top working condition, attends to a wide variety of odd jobs around the club and the airfield, all with a "can do, no fuss" attitude.

Congratulations Niels.

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From the CFI



Our CFI, Mike Bourke, is being kept busy with flying activity starting to pick up again after the Christmas & New Year break. The Club has 3 new student pilots undertaking training and about a dozen in various stages of their training.

Each month we'll keep you up to date with student milestones such as First Solo, Area Solo, GFPT and PPL.

A bit of trivia: Prior to life as the Kyneton Aero Club's Cessna 172, VH-ABW was a Lockheed 10A Electra. This was short-lived as the aircraft suffered 4 accidents, finally being written off in 1947.



Our Members



Our Membership Secretary, Adrian McClelland, is being kept busy registering an ever increasing membership with another # members joining the Club during December and January bringing the total membership of the Kyneton Aero Club to 150.

This places the club in the enviable position of being one of the few regional

aero clubs that are actually growing and remaining financially sustainable. It is the membership that makes a club and I believe the culture within Kyneton Aero Club is a major aspect to our continue growth—that culture is created by each of you.

Please welcome our latest members to the club:

- Lars Larson
- Gary Murphy
- Greg Elliott
- Ian Tilley
- Shaun Sutcliffe
- Rowan Kimber
- John Kedzienski

Around the Airfield



With the recent hot weather and lack of rain (it's nearly 2 months since we had any measurable rain), the grass around the airfield is very dry and easily ignited. Recently some burning fuel from an over primed aircraft ignited the grass under the aircraft. Thankfully Mike was close by, saw it and put the Blundstones

onto it to stomp it out before any damage was done.

As a result, we strongly suggest all aircraft be started over tarmac, concrete or gravel surfaces as it doesn't take much for most aircraft to spit out a bit of burning fuel when idling at a rich mixture.

Other products of the hot

and dry conditions are snakes and dust. For those with hangars, please ensure the grass around your hangar is kept short to reduce the likelihood of snakes hanging around hangars. We also ask that speeds along the entrance road are kept below 40kmh to keep dust and corrugation of the road to a minimum.

History of HARS

At the January Club meeting, we were treated to an impromptu visit by Rob Greinert, one of the founding members of the Historical Aviation Restoration Society.

Rob was in the region scrounging for parts for a P40 Kittyhawk project and was kind enough to offer his time to talk to us.

Many of you would probably be surprised to know that there are a number of

collectors and restorers within the club and region with projects including CAC Wirraway, CAC Winjeel, P40 Kittyhawk, Tiger Moth, Spitfire and Westland Wapiti.

Rob spoke about the origins of HARS which started like all great organisations—a bunch of blokes sitting around coming up with grand ideas. As the song goes, from little things, big things grow and after nearly 3 decades

HARS has grown from a small group of blokes to an enterprise of over 500 volunteers and a collection of over 50 aircraft including the famous Super Connie, a couple of C47 Dakotas, a couple of Neptunes, a couple of Caribous, Catalina, the Southern Cross replica, Hawker Hunter, Harvard, F111 to name a few.

Rob invited members of the club to drop in to their operation at Albion Park for a look. It's definitely worth it!



Fire Base Kyneton

On Tuesday 22nd of January, Kyneton Aero Club was called to action to prepare the airfield to host aircraft, water tankers and refueling vehicles for a large fire burning in the Bolinda / Monegeeta area.

Thankfully the fire was brought under control and contained within a few hours with no property losses or injuries.

With the fire under control in a relatively short timeframe, the operation at the airfield was called off before any vehicles or aircraft arrived.

Whilst the airfield was not required in this instance, the event has served to remind the Macedon Ranges Shire Council of the critical nature of the airfield in support of emergencies

such as these. The request to prepare the airfield to support aerial fire fighting operations came from Council's Emergency Response Team after a request from the CFA & DSE.

It was with the support of the CFA and DSE that such a compelling case was put forward to Council to retain the airfield for events such as this.



Christmas Party Success

After many years of accepting the generous offer of Barry & Cheryl Hogan to host the Kyneton Aero Club Christmas Party at their property in Woodend, the Committee agreed that the 2012 event would be held at the airfield to make the most of our investment in the outdoor area, electric BBQ and seating. The event

was held at lunch time on Saturday the 1st of December with the intent of encouraging members and their families from outside the local area to attend. I was also hoping to encourage some flying on the day.

I'm thrilled to say that our expectations were exceeded with approximately 90 people attending, including

many family members. It was great to see so many wives and kids enjoying the day and each others company.

The weather on the day was perfect and it was great to see many members taking to the air throughout the day.

2013 has a lot to live up to!



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Kyneton Aero Club was established in November 1966 by a group of like minded individuals that saw the potential of general aviation in regional areas. Strongly supported by the Kyneton Shire at the time, the Kyneton Airfield was established with responsibility for its management in the hands of the Kyneton Aero Club. This arrangement is still in place with the Kyneton Aero Club responsible for the operations and management of the airfield.

Coming Events



The following events are coming up in the next month:

- 17 Feb: Kyneton Aero Club Meeting: Committee @ 7pm, General @ 8PM
- 23-24 Feb: Cobden Aero Club Annual Fly-in
- 1-3 Mar: Avalon Air Show

Preferred Circuit Patterns

In order to maintain a positive relationship with our neighbors, a fly neighborly policy has been in place at Kyneton for some time. In order to continue to improve on our operations and address noise complaints and other concerns raised from time to time, we have prepared the plan below which shows the preferred circuits to be flown at Kyneton Airfield. These circuits are approximately 1nm (1.8km) in lateral displacement from the runway in use providing for safe operations in the event of an engine failure in circuit. They also track directly overhead major roads / rivers and avoid homes / properties where possible.

- RWY 18/36: Northern boundary is the road that runs east-west to the north of Sunbury Lodge. Southern boundary is the Old Calder Highway. Western boundary is the Campaspe River.
- RWY 27/09: Northern and Western boundaries as per RWY 18/36. Eastern boundary is Edgecombe Road.
- These are preferred patterns only, ultimately the decision for safe operation of the aircraft rests with the pilot in charge.

