

NEWSLETTER

President's Report



Apologies for this one being a tad late, with the end of March coinciding with Easter long weekend, I was too busy flying away with a group of friends to spend much time writing.

No doubt some of you were also busy flying over the Easter weekend attending the annual RA-Aus NatFly convention at Temora. I understand that this years event was as big and successful as previous years and I'd say the perfect weather we had for the 4 days helped with that. It is a credit to everyone

involved that an event that attracts an average of 800 aircraft each year does so without any incidents, with not only mass arrivals and departures but also flights all weekend.

As mentioned, we joined a group of friends for the Easter weekend and enjoyed the hospitality of "the other Hendersons" at Middlebrook Station, located about 3nm north of Scone in the upper Hunter Valley of NSW. Middlebrook Station is a working farm and the owners are also keen aviators as well as tourism operators. Middlebrook Station has a 900m grass strip and an accommodation block that caters for up to 24 people with all the

facilities you could need. This was our second trip to Middlebrook and I can highly recommend it if you're looking for a long weekend away or a stop on a trip up north.

Another good getaway much closer to home is Milawa which is home to Brown Brothers winery amongst a range of other foodie establishments. We enjoyed a weekend away at Milawa last year and can highly recommend it too.

If you're looking for somewhere to go for that next weekend away, there's plenty out there.

Until next time. Safe flying.

Cheers,
Matt.

Special points of interest:

- **Council finally recognizes Kyneton Airfield on their website, check it out and "like" it at: http://www.mrsc.vic.gov.au/Community_Facilities/Transport_Parking/Kyneton_Airfield**

CASA Audit Finalised

As mentioned last month, there was a significant amount of work required to respond to CASA audit findings and address the various "non compliances" that were identified during the audit. I am pleased to say that due to the

outstanding efforts of Mike Bourke and Norm Edmunds, all issues raised during the audit have been addressed and approved by CASA.

In addition to addressing this years issues, Norm has converted all the KAC



operations manual to electronic format, previously we only had paper copies. This will enable us to more effectively maintain our documentation and keep it up to date between audits. Thanks again guys for your efforts!

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Kyneton Aero Club News Letter #1

Richard Warren has scanned and printed a stack of "Kyneton Aero Club News Letter Vol.1 No. 1". If you haven't seen this, it's worth having a read and seeing where this all began.

KYNETON AERO CLUB



FLYING K

NEWS LETTER

Vol. 1—No. 1.

November, 1966.

ENTHUSIASTIC MEETING TO FORM AERO CLUB

On Tuesday, October 25, 1966 an assemblage of some 50 people gathered in the Kyneton shire hall at a public meeting and decided to form a Kyneton Aero Club.

The meeting had been called by the Kyneton shire president (Cr. M. N. Murphy) and was the result of many months of patient and diligent work of a few enthusiasts.

During the past five years or so it has become increasingly apparent that the light aircraft was going to become a major part of the Australian way of life.

Realising that the need for an airstrip would arise in the near future, the Kyneton shire council decided to go ahead and build one for Kyneton.

The enthusiastic response which greeted the shire president at the public meeting must have been very gratifying to the council.

It was decided that an interim committee would be appointed after a motion

to form the Kyneton Aero Club had been carried.

The committee elected was as follows: Mr. W. Anderson, president; Mr. F. Shaw, vice-president; Mr. A. J. Gloster, secretary; Mr. K. X. Cain, treasurer; Messrs. O. G. Batchelor, D. Coutts, L. W. Armstrong, R. Hill and H. E. Schultz, committee.

At the meeting there were various guest speakers who gave short addresses on general interest topics about flying and the operation of aero clubs.

Among these were Mr. Smyth from the Department of Civil Aviation and Mr. Arthur Schutt from Schutt Aircraft Pty. Ltd.

In all approximately 30 people intimated that they were eager to join the club.



Managing Your Maintenance Release

EVENT REMINDER: MONDAY 15th APRIL @ 8PM:

"The Care and Feeding of your Maintenance Release!"

A presentation by Norm Edmunds on unlocking the mysteries of The Maintenance Release.

Copies of the CASA Booklet "Maintenance Guide for Pilots" will be made available on the night.

Woodend 2nd Scouts Visit



On Saturday the 23rd of March, the Kyneton Aero Club played hosts to the Woodend 2nd Scouts. About 13 Scouts and 3 Leaders attended the day where the Scouts were undertaking the final part of their "Air Activities" badge and there was a range of activities that were organized for the Scouts to participate in.

Warren Canning started the day with some theory and practical demonstrations of basic aeronautical knowledge. The group was then split into three which each team having a go at building a balsa wood aircraft under the expert instruction of "Charlie". Next was a bit of "show and tell" with the Yak 52, Graham Trehwella's "Sting", Murray Wallace's Cessna 180 and my CT4 to explain a bit about the similarities and differences between each type. The finale for each group was a flight in the Club's Cessna 172 .

I must give a big thanks to Charlie (Chief Construction Engineer), Warren (Duty Pilot), Graham and Murray for their time & efforts on the day to ensure the Scouts not only had fun but also learned something and achieved their Air Activities Badge.





Heard Around the Airfield

Kyneton Aero Club Vice President Stephen Edmonds is known for his love and devotion to the restoration of vintage aircraft, most notably Tiger Moths. Steve recently became the proud (?) owner of a 1946 Stinson Voyager. The aircraft was flying until the early 2000's but since then has been a hangar ornament at Romsey collecting dust, dirt and a good covering of the bird's best. Work is under way to get the aircraft airworthy and hopefully seen in the skies in the not too distant future.



Advertising of aircraft during the late 40's and 50's was all about aviation being accessible to "The average Joe" and a viable alternative to the car for private transportation. Here's a few images from Stinson's advertising for the Voyager.



TRANSAERO

After nearly 6 years of operation at Penfield Airfield at Sunbury, Rob Scott & Kim Skyring's Transaero maintenance business is/has (depending on when I get this out!) relocated to Maryborough Airfield.



Well known Tiger Moth driver, Kim Yoannidis, has recently obtained his aerobatics endorsement under the instruction of Jeremy Miller of SkyThrills at Lethrbridge ...so you can expect to a bit more of the top of VH-AZF :-)

Member Profile: Graham Trehwella

When & why did you join the Kyneton Aero Club?

I joined KAC early in 2012 mostly because I thought it would have an interesting group of friendly members many of whom are active pilots. I have not been disappointed. It is also north of the divide, so sometimes better weather, and hangarage available.

When & where did you do your pilot training?

I started training on June 11 1982 with O'Connor's flying school in Mount Gambier and gained all my ratings there over several years.

What was your inspiration to become a pilot?

I did "nasho" in the Air Force and passed the aptitude test for pilot training but blew the interview with the big gold covered officers . Many years later my then recently qualified brother in law visited in a Warrior, so I decided to start the learning process.

Tell us a bit about your aircraft...

In Oct 05 after selling my share of TDF a 182 Rhyll and I took a friends 172 to the Elmore field day and saw a Sting parked there, my interest in flying had declined markedly but from that point it went up several gears. Within 2 months the order was placed.

The aircraft is built in the Czech Republic, made mostly from carbon fibre, is powered by a 912 Rotax. It has an in-flight adjustable propeller and will cruise at 120 knots using around 18 litres per hour. It seats 2 side by side, is very comfortable and really great to fly, the view from it is in a class alone. I have clocked up 540 flying hours since we took delivery in May 2006.

What has been your greatest flying adventure?

The greatest adventure was the learning process itself through the various stages over several years culminating in a command instrument rating which I held for 7 years The most memorable event was flying a 172 owned by my daughters friend around the Statue of Liberty at night. Try doing that post 9/11!



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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:

- 13-14 April: AAAA National Fly-in, Echuca. NOTE: There's no airshow this year
- 15 April: Kyneton Aero Club Meeting: Committee @ 7PM, General @ 8PM

The Care and Feeding of your Maintenance Release

- 5 May: Kyneton Aero Club Working Bee @ 9AM
- 18 May: Biggest Morning Tea @ 10:30AM

Reminder: Preferred Circuit Patterns at YKTN

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.

