



Bendigo Flying Club
 Bendigo Aerodrome
 Victa Road
 Bendigo Victoria
 Ph: 03 5443 8395
 www.bendigoflyingclub.org

The Wellsford Whisper

President's Report

Goodbye winter and welcome to spring flying. It has been busy at the club, the club Technams have been kept busy with both training and also longer flights. There have been sightings of the Technams as far away as William Creek.

September started with a very well attended Annual General Meeting, although I was overseas I am informed that about 60 members attended, the new constitution was presented and there has been some input received that will be presented to the committee on Tuesday 11th of October. A new committee was elected although the treasurer's and secretary's positions were not filled at the meeting. The committee has since elected Adrian Basile to the treasurers position; Ruth Welling to the committee and subsequently to the secretary's position.

The wings award night was held on Saturday the 1st Octo-

ber, 64 people attended and were rewarded with a compelling account by Linda Beilhartz on her recent walk to the North Pole. There seemed to be a move towards the fire as she described swimming through the ocean between ice packs in temperatures below 30 degrees Celsius. Certificates were awarded to pilots for their achievements of first solo, wings and cross country. The huge commitment of some pilots to achieve all three in the same year demonstrates that the love of aviation is alive and well. Although not presented with awards there has been a number of General Aviation Licensed pilots convert to Recreational Pilot Licences, including, Mark Gamble, Linda Beilhartz, Ian Padghan, Lewis Scattilon, George Martin, Garry Phillips, Lionel Griffiths, Nathan Bailey, Roger Butcher, James Atkinson. This achievement should not be taken lightly, I would not

like to have to redo my licence years later.

The Monthly completion winners were also acknowledged and this year the Winner of Pilot of the year was Jarmon Blow. With Will Quint absent at wings night and due to this absence there was a number of deserving pilots that have had their trip to the pot held over until next year. Many people deserve thanks for their contributions to the smooth running of wings night, from organising catering, setting up the room, running the bar, preparing the certificates, organising the timetable, collecting admission and cleaning up there was always someone there.

I was pleased to announce the establishment of the Anthony Gobel Memorial Scholarship. This scholarship will be awarded to young people that are passionate about an aviation career. A game of heads and tails was run contributing

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**2011
 Bendigo Flying Club
 Pilot of the Year
 JARMON BLOW**

President
 Neville Boyle
 (M) 0419319219

Secretary
 Ruth Welling

Treasure
 Adrian Basile

Vice President
 Greg Morse

Committee Members
 Glen Bannister
 John Crowe
 Ken Evers
 Frank Hill
 Tim Lacey
 George Martin
 Tim Pryse
 Troy Telford
 John Turner

Flight Instructors
 Colin Hokin (CFI)
 Will Quint

Hall Bookings
 Greg Morse / Neville Boyle

Newsletter Editor
 Ken Evers

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President's Report continued

an additional \$300 to the fund. The winner of the game even donated his winnings back to the fund.

November will be a busy month with the Fun Flight for Kids and the CASA Safety seminar, I look forward to

seeing you at these events.

Safe Flying

Neville

SAAA Initiative Makes Progress!

At the SAAA National Convention dinner in Narrromine, NSW on Saturday 17th September 2011, Peter Johns from CASA announced that CASA would establish a system to provide exemptions for the requirement of a Class 2 medical under certain conditions.

A huge thank you to all those who responded to our request earlier in the year to complete and send a letter to CASA about RPL. We think around 800 letters were delivered. Thanks also to ADPA for their letter of support.

Peter said that CASA would introduce an "Opt-in" system for pilots to claim the requested exemption to CAR 5.04 & 5.07, which enables them to fly under certain restrictions without a Class 2 medical certificate. Although there are certain hurdles that need clearing Peter suggested that the process of obtaining these exemptions could be in place within 3 to 4 weeks.

The restrictions that would apply are:-

- Single engine piston aircraft and rotary wing aircraft
- 1500Kg MTOW and below

- Outside CTA
- Day VFR only
- No more than 2 seats being occupied.

Any endorsements the pilot has obtained under his PPL would continue unchanged under these exemptions. And, of course, all the other requirements for remaining current, bi-annual AFR etc, remain unchanged.

In the longer run, these exemptions would be incorporated into a Light Aircraft Pilot Licence (LAPL) which would have the exactly the same level as the current PPL but with the restrictions above and no Class 2 medical.

Peter said that the way Pilots could opt in to this system and obtain the exemption would be that they visit a doctor, probably their local GP (not necessarily a DAME) and obtain a certificate or written statement that they meet the drivers licence medical standard. Then log on to the CASA website, supply their ARN, and acknowledge that they have this certificate, and agree to abide by the restrictions. That's it!!

The Doctors certificate must

be carried while flying, exactly like the Class 2 medical certificate must be carried.

The exemption will have a validity of 2 years, and can then be re-applied for (if LAPL is not available) by repeating the process.

You could hold both a Class 2 medical certificate and have the exemptions at the same time. Of course, a valid Class 2 means you would not have to comply with the restrictions of the exemption. But if the Class 2 expired, you could continue to fly under the exemptions. If you subsequently re-obtain a Class 2 medical, then the exemptions with the restrictions would automatically cease to apply.

SAAA will advise its members when CASA has put this system in place.

Thank you to everyone who has helped with this initiative!

Thanks & Regards

Bo Hannington
SAAA Vice-President
E: bo.hannington@saaa.com
M: 0427 044 156
Skype: bo-elbo

*Gunter's Second Law of Air
Travel*

The strength of the turbulence is directly proportional to the temperature of your coffee.

**Visit the Sport
Aircraft Association
of Australia (SAAA)
website at:
www.saaa.com**

Member Profile: Neville Boyle

Where were you born?

I was born and raised in Boort, Victoria. Boort has always had an active aviation community. Some examples of this are; my next door neighbour, Cyril Hosking who owned a Cessna; Cousins of mine, Murray and Ian Lanyon who have owned numerous planes, Ken Loader lived and flew about 4 miles (statute not Nautical) from the farm I lived on, I went to school with Rob Hosking, Graeme Lehman, and Trevor Wright, who are all pilots. The next door Neighbour Roger Slater took up flying after I had moved to Bendigo. Aviation must have been injected in the local hospital at Birth (the local Doctor, Dr John was also an avid flyer, flying his own plane to England)

Where do you live?

I now live at Lockwood South, and have been here for over twenty years... I should be a local in about another twenty years!

What do you do to pay for your flying?

I was trained as a telephone Technician with Telecom, in my early days, and have a love for Two Way Radios. With this I ran a business in this field, and I'm supposedly currently "retired"

When was your first flight?

My first flight was as a passenger with Trevor Wright whilst he was completing his Navigation exercises with Mid Murray flying club at age seventeen.

When was your second flight?

My second flight was with Andrew Mc Donald in his Cessna. He arrived at the farm, circled, wound down his window and asked whether this was the Boyles' as he required some Two Way Radios to be serviced before landing on a paddock adjacent to the house. I was then invited to have a fly with him.

Your first commercial Flight?

My first commercial flight was at age 26. I needed some radios from Newcastle for a customer (Peter O'Halloran - another passionate aviator) and the only way to get the was to pick them up. I got upgraded to business class on the return flight (first and only time without paying for a upgrade). I smuggled 30 Kilograms of radio back as carry on.

When was your first FLIGHT?

My wife purchased a Trial Introductory Flight With Bendigo Aviation Services. I took this flight and flew with Ross. I was very impressed with the time taken to walk around the plane and the thorough inspection he did. I have tried to maintain this in my own inspections ever since. I could not stop at this and went on to obtain a Private Pilot Licence with Bendigo Aviation Services (mainly with Grant Welling. I trained him how to be an instructor he trained me how to be a pilot).

What is your highest rating?

The highest rating I hold is Constant Speed Retractable endorsements.

What Planes have you Flown?

My training was mainly in Warriors, I flew Chris Gobel's new Gazelle when it first arrived. I have also flown a Cessna 172, Piper Arrow and Lance, Trinidad (nearly bought that one) Bonanza A36 and now my own Vans Aircraft RVID.

Why did you choose a RVID?

After flying in the Trinidad I wanted to buy it. My wife had sat in the back seat and was critical of the water in the back, as the roof had been leaking. I was told if "you want a plane it needs to be a new one". Being a naturally lazy person I decided the easiest way was to build one. Initially looked at building a Lance Air (as I wanted 4 seats) but I was not keen on the fibreglass work. I watched the progress of Vans RVID and purchased a kit as soon as they were available on the market. By the time I completed the building of my RVID, it was only the 2nd one in Australia.

What was your most Memorable Aviation Experience?

Actually there is a number of them First Flight, First Solo, First Flight in my homebuilt plane, first bingle in my plane, and of course watching a unnamed pilot cut the single wire power line on the farm by simply stretching it until it broke.

How long have you been a Member of the Bendigo Flying Club?

I joined when I started Flying (late 90s) however I had little to do with the club except for attending Wings Nights. Anthony Gobel and Grant Welling would drag me into the club for an occasional Beer. I felt however that it was important to contribute, support and be part the club (Share the passion).

Do you Fly the Competition days?

Flew once, won it, and do not want to break my perfect record

What do you want from the Flying Club?

I want to share my passion of flying with anyone who will listen - both young and old. I would like to see the Flying Club as the centre of the Bendigo Aviation Community. A place where people can share their experience, learn from others experience, and promote a strong safe aviation community in Bendigo area.



Bendigo Flying Club Calendar

AIMS: First Sunday of the month: BBQ at 12:30 followed by Comps
 Third week end of each month: a fly away
 An occasional working bee will be organised

Usually a BBQ lunch 12:30 every Sunday at the Club rooms
 Usually an evening meal and drinks each Friday afternoon and evening

*means information only as BFC is not organising a trip

OCTOBER

Sat 8th *Bendigo Aviation Services (BAS) Monthly BBQ 12:30pm

Tues 11th BFC Committee Meeting 7:30pm

Sat 22nd & 23rd Horsham Aero Club Fly In (104 nautical miles)
 There are a few from BFC going to meet at 8am on the 22nd (some are staying overnight)

NOVEMBER

Sun 6th Midday BBQ at 12:30 with comps to follow

Tues 8th BFC Committee Meeting 7:30pm

Sat 12th Flight to Latrobe Valley YLTV (135 nautical miles south east)
 Visit GippsAero's manufacturing facilities and BBQ lunch with the Latrobe Valley Aero Club

Sat 12th *BAS Monthly BBQ at 12:30pm

Sun 13th Kids Fun Flight all day with lunch – Pilots wanted, fuel paid for.

Sun 13th *Shepparton Pancake Breakfast Fly in 8:30 to 10am Echuca BBQ lunch

Wed 23rd CASA evening at BFC commenced 6pm for light meal
 ?? ADPA seminar

DECEMBER

Sun 4th Midday BBQ 12:30 with comps to follow

Sun 4th Christmas Dinner

Tues 13th BFC Committee Meeting 7:30pm

Sat 17th Around the bay with an out landing for lunch, Tooradin or Tyabb

FLY AWAY SUGGESTIONS

- Third Sunday of each month Echuca has a midday BBQ
- Temora fly in
- Halls Gap – overnight
- Mt Beauty in a winter wonderland
- Great Ocean Road
- Apollo Bay – YAPD for downhill landings
- Mungo Lake
- King Island
- Point Cook

Contact Tim Pryse for any information on tim@millionsagainstmalaria.com

Mission Aviation Fellowship saves Kiwi in PNG

An emergency Mission Aviation Fellowship medivac flight in PNG has saved the life of a New Zealand man who was almost killed trying to protect his girlfriend from a sexual assault.

A MAF GAB Airvan in Papua New Guinea has once again been instrumental in saving a life following a vicious attack in the country's southwest.

A New Zealand man visiting the remote village of Suabi was attacked on June 19 as he tried to protect his girlfriend, a French anthropologist, from a sexual assault.

An emergency call was placed to the MAF base at Rumginae, about 100km to the west, where there is an airstrip and hospital. MAF suspended flights into Suabi as police prepared to investigate the incident.

Initial reports indicated the man had been stabbed, had lost a lot of blood and was having trouble

breathing. This was an emergency requiring a swift response by skilled professionals using reliable equipment – including the GippsAero GAB Airvan that made it possible to reach the badly injured man – as quickly as possible.

Sitting quietly on the grass apron alongside the airstrip when the alarm was raised was one of the MAF's newly acquired Airvans. The sturdy, utilitarian eight-seat GippsAero Airvan is ideally suited for emergency medical evacuation missions.

Pilot Nick Swalm, normally based at Wewak but in Rumginae to fill in for a pilot family on leave, dropped what he was doing on that quiet Sunday afternoon and ran to the pre-flight the aircraft.

"I readied the aircraft as Dr Daniel Priest and Dr Sharon Brandon from Rumginae Hospital boarded with their medical equipment," Swalm recounted.

"On arrival at Suabi we found the young man had been speared in both lungs and in the stomach and beaten on the head with a rock.

"As the doctors assessed him and stabilised him for the flight, I provided the aircraft oxygen tank and pilot's oxygen mask to help him breathe for the 50-minute flight.

"By God's grace, there were doctors, surgeons, a pilot and a capable aircraft in the right place to save this young man's life that day."

Doctors commented on the evening of the attack that, had the aircraft arrived an hour or two later, the man most likely would have died.

The Mission Aviation Fellowship performed 495 medivac flights in PNG in 2010.

This story was originally published in the September 2011 issue of Flightpaths, the monthly MAF newsletter.



"Newton's Law states that what goes up, must come down. Our Company Commander's Law states that what goes up and comes down had damn well better be able to go back up again."

– sign in the Operations Office of the 187th Assault Helicopter Company, Tay Ninh, Viet Nam, 1971.

CHICKEN WINGS®

BY MICHAEL AND STEFAN STRASSER

