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For recreational pilots MARCH 2014 VOL 32 (14)

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>> Cover: Bristell aircraft are becoming more common in the skies about Australia. Photo: Anderson Aviation



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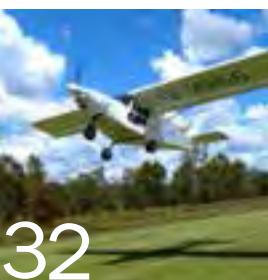
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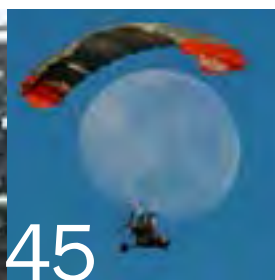
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SPORT PILOT

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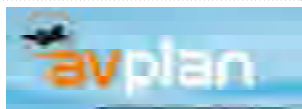
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0419 244 794
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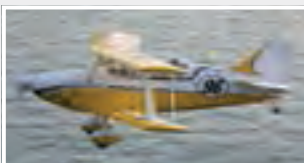
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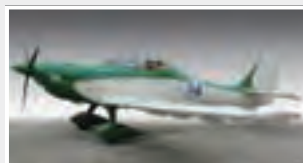
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President's Report

ROD BIRRELL

MTOW Problems

THE effective grounding of a good number of LSA aircraft because CASA required auditing of our fleet aircraft documentation is still causing us some grief. Still lots of finger-pointing as who is to blame - with solutions only coming through on a case-by-case basis. Please make no mistake. RA-Aus never wanted any aircraft grounded, nor did we want any arbitrary weight/payload restrictions imposed.

Owning a twin seat aircraft which was originally registered to fly at, say, 600kg that is now only authorised to fly with a MTOW (Maximum take-off weight) of 450kg, is a severe limitation. It means you now own a very expensive single seater aircraft.

Our Tech Manager has put forward a solution which will assist. RA-Aus is waiting on CASA to approve a Tech Manual amendment which has a process which will allow RA-Aus, through its own internal process, to review via a Maintenance Review Board, the cases of all aircraft which have their MTOW reduced. If approved, this process will review and approve an increase in MTOW internally at RA-Aus. The most recent advice I have received is that our Tech Manager already has four qualified Part 21M engineers ready to form a Tech subcommittee to address this issue.

I realise it is exceedingly frustrating for the affected aircraft owners that this issue has taken so long to resolve. I ask you wait a little bit longer for CASA approval and an RA-Aus solution.

CONSTITUTIONAL CHANGE

Just a housekeeping proposal. The executive members work their butts off to meet their roles as defined in the constitution. It's almost a seven day a week job, which they are supposed to do part time. From time to time an executive member needs to take a leave of absence. We cur-

rently have no way of replacing that member from the Board, for the period of absence.

In the President's case that can be a problem. CASA requires all important correspondence to come via the President, so if the President is not there it cannot be done and the Board has no way of appointing a temporary replacement. The same issue arises for the Secretary and the Treasurer. A proposed amendment is enclosed for your consideration and a vote at the forthcoming General Meeting at NATFLY over Easter. 📧

BACKGROUND:

We currently have no provision in our constitution for the appointment of acting Executive members.

Allowing the Board to appoint an acting Executive member, in the absence of a current Executive member, will assist RA-Aus to function efficiently. As each of the Executive members has a defined role under the constitution, any appointment needs to be a formal one.

Rod Birrell

That Rule 11 Powers of the Board be amended by the addition of the following sub-paragraph:

(viii) Where a member of the Executive is not available to perform their Executive function for a period of more than 14 days the Executive Member shall advise the Board of their expected absence. A ballot of the Board will then be held to select a temporary replacement for the period of absence.

Proposed, Rodney Birrell, Seconded Tony King



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Calendar of events



2 March

Busselton Aero Club Aerofest

Arrivals Sat March 1 and Sunday March 2 (Sun before 10am preferred)
Sat evening BBQ and live music. Big family day. Inspection of emergency services aircraft and helicopters, hangar displays, model aircraft, classic cars, food and drinks. Supports Royal Flying Doctor and local groups. For more information, Will Owen 0429 098 032, Ken Manton 0429 967 172 ken.manton@bigpond.com or visit www.busseltonaeroclub.com.au/aerofest2.html



9 March

Clifton Fly-in

Darling Downs Sport Aircraft Assn. Inc. annual fly-in at Clifton Airfield (Bange's). This fly-in has become an iconic event in the region and is the premier attraction for all types of aviation in southern Queensland. See various recreational, ultralight and homebuilt aircraft. Come late pm Saturday 8 for BBQ and drinks. On-field camping, bring your swag. Advise for catering. For more information, Trevor Bange 0429 378 370 or (07) 4695 8541. Email trevorbange@bigpond.com



22 March

Port Macquarie Fly-In and Fly & Spy

Hastings District Flying Club invites all aviators to gather in beautiful Port Macquarie for a weekend of aviation fun and fellowship.

On Saturday there will be a Fly & Spy fun observation trial, which involves teams answering questions as they fly a set course in the local area (not difficult navigation). \$600 in prize money. Food and drink available. Presentation dinner in the clubhouse Saturday night.

The aim is to promote aviation activity and fellowship in the Hastings area and is proudly supported by the Port Macquarie – Hastings Council.

For more information, Rod Davison roddi194@yahoo.com.au or 0419 632 477. www.hdfc.com.au.

27 April

Wings, Wheels and Wine

Mudgee Aero Club puts on an air show with a difference. RAAF Roulettes, aerobatic displays, warbirds, model jets, other model aircraft, car and bike events and displays. Wine tasting and sales. Kid's amusements. Action starts at 10am. for more information, info@MudgeeAeroClub.hwy.com.au



4 May

Isis Flying Club

Childers wings & wheels. Dinner provided Saturday for early arrivals. For more information, Chip 0407 645 682.

11 May

Gatton Airpark Breakfast Fly-in

All types of aircraft and owners welcome to enjoy our unique facility. Hot breakfast from 0730. Check ERSA for airfield details. For more information Martin 0419 368 696 or email aerobiz1@gmail.com



23-25 May

Old Station Fly-in, Air Display & Heritage Show

The Capricorn Helicopter Rescue Service will again be the beneficiary. Open to aircraft of all sizes and designs. Highlights include a truck show with the public judging 'The Truck of the Show', tractor pulling events and lots of heritage gear on display and working. Biggest drawcard this year will be Matt Hall, Australia's Red Bull Air Racing Champion. Matt will be keynote speaker at the Friday night dinner, and will do displays over the weekend. The Roulettes have also been invited. Booking for Friday night dinner is essential. Camping under the wing with ample hot showers and toilets available, but no power. For more information, Leonie Creed (07) 4934 6562 or 0438 346 563.

26-27 April

Bjelke Petersen Dam weekend Fly-In

Burnett Flyers will conduct their first weekend fly-in to a private strip on the banks of the BP dam. Lunch will be provided on Saturday, camp oven dinner Saturday night plus breakfast Sunday. No landing fees. There is also a grassed area among the gum trees to put up a tent. Relax, fish, swim, take a canoe for a paddle or watch the birds. The airstrip is 900m. There will be ground crew. Call on 126.7 if you have trouble finding the strip (S 26.21.3 E 152.01.2). For more information burnettflyers.org or email ralphdeb05@activ8.net.au or phone (07) 4168 6248

31 May

Watts Bridge Memorial Airfield All-In Fly-In

The Watts Bridge Open Day celebrates the rich diversity of all forms of recreational aviation. The airfield is situated in the Brisbane Valley and is the home base for a wide range of aircraft including vintage, aerobatic and recreational aircraft as well as gyroplanes, warbirds and a variety of homebuilt aircraft. On-field catering and coffee available. Free entry with no landing fees. For more information, Richard Faint 0412 317 754 or www.wattsbridge.com.au.

7-8 June

Queen's Birthday Fly-In

Sunraysia Sport Aircraft Club will hold its annual Fly-In at the Wentworth Airport. The popular club room dinner and social evening will again be held on Saturday with a three course meal. Book early if you require accommodation. For more information, Brian Middleton 0408 690 650 or email brianmiddleton12@ceinternet.com.au.

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LETTERS TO THE EDITOR



Great magazine

Just finished reading my copy of *Sport Pilot* (November 2013) and I would like to say it is one of the best editions I've read in many years of reading them!

All great articles and plenty of them. You have certainly raised the bar this time. Keep up the good work.

Ross Millard

Ed - Thanks Ross. We try and raise the bar every time.

Another great magazine

Just received the latest *Sport Pilot* (December 2013) and was impressed at how your team has improved our magazine.

There is plenty to read and drool over. Controversy, debate, information and lessons learned the hard way. A welcome return of Pilot Notes, even a decent calendar and planner. There is still life in print. Keep up the good work!

Lyle Passfield



Busting a cap

A short reply to a letter to the editor "Busting a Cap" (*Sport Pilot* November 2013) from Bob Walsh.

A lanyard simply allows the cap to be left off, but not lost which is not a sound solution to the problem.

As the West Australian agent for Foxbat, I educate my clients to place the oil cap in a position that makes it impossible to replace the cowling until the cap is shifted.

Simply place the cap on the engine support



strut mount until you have completed your oil check. If you forget or become distracted you will not be able to fit the cowling until the cap has been moved. I would rather this than modifying engine parts.

Gordon Marshall

More busting

I refer to the 'Busting a Cap' article by Bob Walsh (*Sport Pilot* November 2013).

While we would all agree the correct preventative measure has been employed by Bob, we need to talk about the elephant in the room. Why was the cap not found before ANY subsequent flight, let alone forty landings?

The very fact that it was located next to a control rod is mind-blowingly scary.

After 20 years as an aircraft electrician with the RAAF, I can tell you that NOBODY would dare sign off on an aircraft which had a foreign object lost in its bowels! I don't need to remind you aircraft and crews have been lost due to this exact scenario.

Bob, you are an extremely lucky man but, if it's all the same to you, I'd rather not fly with you.

I'm more concerned about RA-Aus members who didn't or couldn't see the ramifications of that lost cap.

Geoff Stolberg

Glider reactions

I read with interest Jill Bailey's decision making article (Pilot Talk *Sport Pilot* November 2013) and I think this is definitely the right approach. A little more info on what is happening here. As you practice you retain the skill or reaction in lower brain function territory, leaving higher brain functioning for the really critical decisions and possibly an unanticipated outcome, requiring novel, creative or original thinking. This really puts high demand on your CPU, cranial processing unit. If you really want to get the best flying reactions stored away in the lower brain function register, get a glider pilot's certificate.

There is nothing like a winch cable break at 50kts and 300ft to get those reactions going, developing instant decision making that's honed to a life-saving edge.

I noticed both Jill and Prof Avius referring to 75% of aircraft accidents being due to human error. I would challenge this - wood, fabric, fibreglass and alloy don't make mistakes,

only people do. So its 100% due to human error. A new briefing system with its attendant acronyms won't save any of us Prof, but Jill's practicing will.

The briefings and courses with their fancy terms will be the last thing affecting your decisions when the engine goes out. Automated responses gained from repetition in flight or simulation will save your butt. And if you want to make a quantum leap in your piloting skills, get down to your nearest winch launching gliding club. Here they will teach you how to participate in the thrill of flying immersed in, and part of, your environment.

P Woods

Why Bother with RPL?

Further to my letter to the editor (RPL Reaction *Sport Pilot* February 2014), the CFI of my flying school informed me today that the introduction of Part 61, which includes the RPL, has been postponed until September 2014. What a shambles!

Edward Rees

More microlights

I'm pleased to see the magazine getting back to fundamentals.

I'm wondering why we see so few articles about microlights and so few about hangars.

Hangars are a very important part of aviation and I imagine a few hangar manufacturers

would be interested in advertising if an editorial is occasionally written on the subject. Considering sizes, doors, materials etc

Microlights seem to be rarely mentioned yet I imagine they are as close to our first dream of flying as can be.

Trevor McGowan

Ed - Thanks for the tip on hangars. We will chase that up.

Regarding Microlights - we often do stories on them. There was the Quicksilver in February 2014 and the Fresh Breeze in October, 2013, just to name the most recent. We have a big spread of aircraft in RA-Aus so we try and share around the attention in the 11 magazines we do each year.



Scam warning

I am forwarding to you an email I received with regards to my ad in RA-Aus Member's Market.

I just wanted you to know there are people out there going onto the site trying to pull the wool over the eyes of people like me. My husband was a member of your Association for many years and I thought your site would be safe.

I have also forwarded it on to Paypal and they are trying to find out who the sender really is.

Brenda Chitty

FROM

Mark Longworth

TO

Brenda Chitty

SENT

Wednesday, Nov 27, 2013 4:01 PM

Subject: Re: 3727 Deceased Estate. (Western Australia) \$12,000

Thanks for getting back, am ok with the condition and will be offering you 12,500 for it. Am buying it for my holiday because i'll be coming home soon from our rig as am a petroleum project engineer and presently at work offshore. I won't be able to come for the inspection due to the nature of my job and also would have love to call you on phone, but we have call restrictions due to bad weather, which was the reason why i contacted you with the internet messaging facility. I will be paying you through PayPal to your bank account as i do not have access to my bank online but i have it linked with my PayPal account to make online payment. Pls do get back to me with your details such as "bank name, account number, account name, bsb code, so i can proceed with the payment and once payment has been made, i have arranged a pick up agent that will come to pick up the aircraft from your address. kindly end advert on site and pls send more pictures if available, along with your mobile contact.
M. Longworth

General Manager - *The Association responded immediately when similar concerns were raised last September, by adding a phishing alert – and guidelines – to its online Member's Market. Users of this service are again strongly encouraged to familiarise themselves with the ACCC's guidelines for recognizing, and guarding against online scammers.*

Too much red tape

Received my RA-Aus renewal today and decided this was my last year.

The red tape has grown to such an extent that I can no longer afford the costs involved for flying about 12 hours a year.

The list of endorsements continues every year and everyone seems to have their hand in my pocket.

The final straws were the notice we have to pay someone every two years to calibrate altimeters and check the integrity of static vent systems and ASIC renewals have risen to \$250.

Ramp checks! The flying I do is local and I don't fly a course; I fly from paddock to paddock and fly beaches when possible.

I always carry full tanks as I believe the only time you have too much fuel is when you are on fire.

I think the rot started when we wanted to go higher and faster and longer and our 95-10 was left by the wayside.

Now its GPS tablets, glass cockpits, autopilots and probably soon transponders which some of the wealthy are already fitting.

K.V.Bauer

Technical Manager - *The biennial static system and altimeter checks are unchanged, having always been a Technical Manual requirement. The Association's ASIC fee is \$160 (rather than \$250) however, you shouldn't need to apply for one of these if you're only flying from paddock to paddock, and along beaches (above 500' AGL)*

Charged up

The article by Ed Smith about lithium batteries (Sport Pilot November 2013) was great. It was well thought out, original and very much of interest to me personally.

Then the next issue had the article on density altitude by John Brandon ('The Air Up there' Sport Pilot December 2013), which was the best I've seen on the topic.

Having come from a gliding background, I had never thought through the implications of density altitude on engine output until reading this. And he explained it without dumbing it down.

So I'd be grateful if you would pass on my thanks to both these gentlemen.

Bruce Tuncks

Ed - *Consider it done.*

Big claims!!!

That's it. I almost wrote last month and thought why bother? But I can't let it go. Let me first say I have no affiliation with any training organisation and I don't live in Queensland.

Why do we allow one of our advertisers to

claim 'Simply the Best Training in the RA-Aus!?' This is obviously misleading. On what basis is the judgement made?

I am personally aware of several excellent training organisations and I count 11 other Sport Pilot advertisers of flying training in the current issue who don't feel the need to make such an assertion and are probably mildly pissed off about this ad. I understand that advertising brings in revenue, but please impose some minimum standards e.g. ads must be truthful and maybe limited to one exclamation mark per ad?

Gordon Wilson

Ed - *As you rightly point out, Gordon, all ads in the magazine must be truthful. But the ad as it stands now implies it is the subjective opinion of the advertiser. It is similar to claims like 'The happiest town in NSW' or 'The most truthful politician in Australia'. Without an actual competition with proper rules to determine a winner, there is no way to prove or disprove such an assertion. And the terms and conditions listed on Page 4 of Sport Pilot each edition include the phrase 'No endorsement or responsibility is implied or accepted for any product advertised in this magazine'. But since you raise the issue, I will bring it to the attention of the executive for consideration. But...only one exclamation mark per ad? Are you kidding?!!!!!!*

Online logbooks

Nice debate going about online log books (Editor's Choice Sport Pilot October 2013). However one aspect seems to be overlooked and that is the matter of evidence when requested.

In some circumstances a tablet is not considered evidence of flight hours. Also I would expect a massive amount of personal information held online would be subject stringent password and logon requirements (if that person has tablet or PC access). Making this compulsory would be a mistake. Personally I prefer the book. It is the legal, cheaper and reliable option.

On another note, no offence to Steve Young (ATSB Reporting Sport Pilot December 2013) but why the insult to RA-Aus pilots? If they are not reporting incidents, maybe they're not happening! To compare us to GA and then state that we SHOULD have had a percentage of accidents based on a flawed model is downright nonsense.

Even using his figures, GA has five times the aircraft, flies 24/7 and in different weather conditions. He states that 15,000 reports were checked last year then says the average was 2,450 for VH aircraft. Does that mean the rest were RA-Aus? If not, and it was the average of 125 for RA-Aus, then VH aircraft had a staggering 14,825 occurrences. Which figure do you want to believe?

To say we should have had 550 accidents

instead of the reported 125 is just bean counter stupidity. Maybe the training, human factors and airmanship has more of an impact than you are aware.

Mike Swan

An online idea

I thought I would respond to the Editor's article about logging flights online (*Sport Pilot* October 2013). While I don't feel submitting flight plans to an RA-Aus system would add anything the current systems in place don't already achieve, I have been using an online log book for some time. My flightbook (<http://myflightbook.com>) is a free tool for recording flights as an online log book. The site also has a phone app which allows you to record the flight path travelled and the hours logged automatically.

It also allows for any photos taken from a GPS enabled device (like an iPhone) to be uploaded and overlaid on a map with the flight path. Hours can be quickly analysed and downloaded as Excel spreadsheets. The site itself is quite simple, but as a free tool it really provides a number of benefits over a physical log book. Flights can also be shared on Facebook and Twitter and make a nice souvenir when taking family or friends for a fly.

Dan Schubert

Ed - That editorial appears to have polarised members along age lines. Members over a certain age were outraged their flying information might be accessed by others. But younger members, already used to sharing their lives via social media, seem to like the idea.

Being a coward

Regarding your article 'Being a coward' (*Sport Pilot* Editor's Choice November 2013). Sorry mate, that's the wrong message. There are no ifs, ands or buts. The decisions you have made are the right ones, the sign of a safe, competent pilot making good decisions. No one HAS to make the fly-in, meet the boss, pick up a passenger etc.

The answer to safe enjoyable flight is simple. IF THE FORECAST IS IFFY - DON'T FLY! Frankly I didn't read the article 'Personal minima' (*Sport Pilot* November 2013). You don't need all the diagrams to tell you whether or not you should fly. When I was flying extensively for business - in the days when you could fly full SAR (that made you work hard) and visit the briefing office - I would often return home, phone my contact and make another appointment. I never took off for a look see, because I knew I would be tempted to continue in possibly marginal conditions. Unfortunately, that is what so many do and get themselves into strife - there are no new ways to kill yourself.

After 20 years of not flying and at age 73 I decided I could afford to fly once again and started a conversion to RA-Aus. I did good

landings, a faultless nav (apart from getting a bit slow on approach at a new airfield) but I simply wasn't consistent, forgetting checks, bad circuit planning etc. I absolutely love flying but came to realise I had not regained my old skills. With great reluctance and a very big lump in my throat, I decided the only way I could get in the air would be with an instructor sitting beside me. We fly for enjoyment, it has to be 100% and 100% of the time, there is no place for complacency. I won't do the old bold pilot bit but everyone, please follow the Editor's example and not peer pressure.

During my flying years I lost a good friend who managed to kill himself and three passengers, my flight instructor and his student and many others too numerous to mention.

Martin Corke

More about myths

Just a quick letter regarding the feature 'Aviation Myths' (*Sport Pilot* November 2013) Could this article be a myth itself?

Thomas Bisshop states that "rudder causing the outside wing to go faster doesn't cause roll".

Our flight testing definitely proves otherwise. In fact with a large scale (rudder/elevator only) model aircraft we were able to fly inverted with quite reasonable roll control, albeit a little unstable as the aeroplane was a trainer and had six degrees of dihedral.

This dihedral obviously became anhedral while inverted. The aeroplane also had a common flat bottom Clark Y aerofoil.

Rod Flockhart

Flying online reaction

I have just joined RA-Aus and received three editions of *Sport Pilot*. I am really enjoying the reading and inspiration to be gained from its pages.

I am only just getting back into flight training now as an RA-Aus student (previously a GA student) and I am keen to soak up as much information as possible. Keep up the good work!

The editorial on 'Flying online' (*Sport Pilot* October 2013) struck me as apposite and a very good idea.

The suggestion I would like to make is that if the idea of recording log book and flight information is implemented, then it should be as a properly built website which could be accessed from most browsers.

I am continually frustrated by organisations which build an app for iPhone, iPad or Android but lock out access for other platforms. Many android apps only work on certain flavours of phone or tablet. I personally prefer Windows phones (you shouldn't hold that against me) but they are gaining in popularity and more

apps are appearing on this platform just to add to the diversity.

In my opinion, the money spent maintaining different apps for each platform would be better spent on a really well designed website which could handle mobile web browser friendly connections, as well as large screen device access. Seems to me this could be an extension to the RA-Aus website with a user logon requirement. This would keep the information displayed to members only which may help some folks who might be concerned about non RA-Aus web surfers knowing about their flying habits.

If there is demand, then some enterprising folks can write apps which could interact with that website for whichever mobile platform they like and sell them in the appropriate store.

James Reid



Got something to say?

The state of the organisation is reflected in the Letters to the Editor columns.

The more letters – the healthier the organisation. So don't just sit there – get involved. Your contributions are always welcome, even if no one else agrees with your opinion.

The Editor makes every effort to run all letters, even if the queue gets long at certain times of the year.

editor@sportpilot.net.au

(By the way – the Editor reserves the right to edit Letters to the Editor to shorten them to fit the space available, to improve the clarity of the letter or to prevent libel. The opinions and views expressed in the Letters to the Editor are those of the individual writer and neither RA-Aus or *Sport Pilot* magazine endorses or supports the views expressed within them.)

New Safety Officer appointed

MRS Katie Jenkins has been appointed RA-Aus' inaugural National Safety Officer.

Katie is responsible for overseeing the planning and deployment of the Association's Safety Management System (SMS). Her appointment follows a nationwide recruitment campaign which attracted a large, and strong, field of applicants. The SMS is a requirement of our funding Deed agreement with CASA (specifically, Schedule D), now applicable to all nine self-administering sport aviation bodies. The Board made the decision to proceed with the SMS implementation at its Annual Meeting in Narromine last September.



Katie is an Australian Defence Force Academy graduate and previously worked as an Instructor with the Canberra Institute of Technology.

She served twelve years with the Royal Australian Navy, almost half that time at sea in senior operational command roles which included oversight of all onboard workplace health and safety matters.

Katie will work part-time, reporting to the General Manager. She will also work closely with RA-Aus Technical and Operations personnel, focussing on both the development of an organisational SMS, and assisting our Flying Training Facilities (and affiliated Clubs) to establish their own SMSs.

Free circuits for women

INSPIRE Aviation at Caloundra Airfield on the Sunshine Coast has a terrific promotion planned for early March.

From March 3 -9 they will give any woman or girl a free circuit to give them a taste of flying.

It's all part of International Women Of Aviation Worldwide Week celebrations.

Thirty-seven countries on four continents have taken part in the IWOAWW celebrations since it was established in 2011. As a result, more than 80,000 girls and women have discovered that the air and space industry is for them and more than 9,000 discovered flying in a small aircraft for the first time.

Women make up fewer than 12% of all technical posts in the aviation industry, fewer than 5% of pilots and 2% of aircraft mechanics.

CEO of Inspire Aviation, Leanne Fulton, is passionate about getting women into aviation. She recently introduced a new arm to the business called 'Chicks with Wings'.

"It is all about brining women into this amazing industry from any age" says Leanne.

"We are extremely proud we are the only certified women friendly organisation in Queensland for 2014."

"At Inspire Aviation we want to make sure the girls and women of Australia are not left out. This is why we are proud to be part of the international aviation celebration for Australia."

For more information, <http://www.womenofaviationweek.org/rsvp/caloundra/> or email cfi@inspireaviation.com or leanne@inspireaviation.com.



March 3-9, 2014

CASA FACTS

A TOTAL of 11,252 alcohol and drug tests were conducted by CASA during the 2012-13 financial year. From these tests there were only seven positive for alcohol and two positive for drugs.

The details were released in CASA's latest Annual Report, which provides a snapshot of aviation safety regulation and activities.

Australia now has more than 36,900 people with current pilot licences, more than 15,100 registered aircraft and more than 7,700 licenced aircraft maintenance engineers. In addition there are more than 1,000 air traffic controllers, 330 operators of certified and registered aerodromes, 701 maintenance organisations and 856 holders of air operator's certificates.

During the 2012-13 year CASA issued 25,470 medical certificates to pilots, air traffic controllers and flight engineers.

Source: CASA



Notice of Board Meeting

Time: 12.30p.m.

Date: Sunday 20th

April 2014

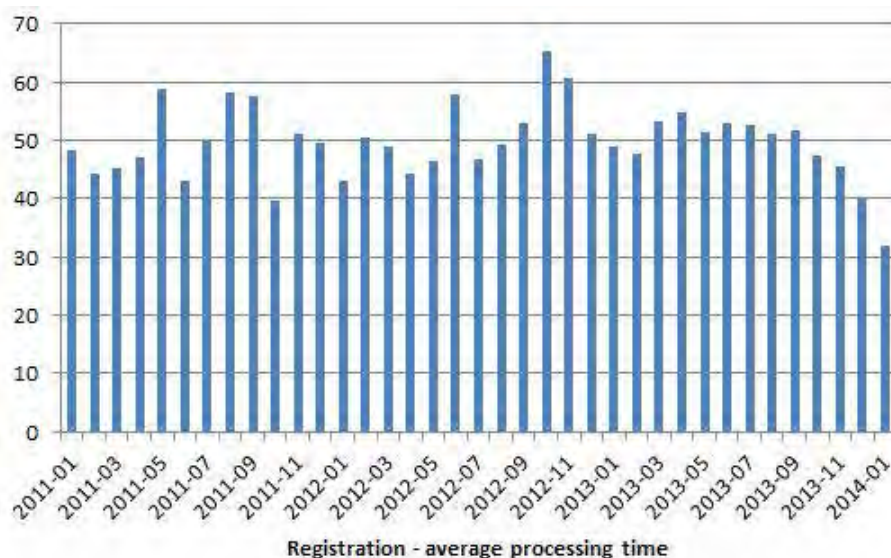
Location: Temora Shire Council Chambers, Temora NSW 2666

Michael Monck
Secretary

REGISTRATIONS – AVERAGE PROCESSING TIME (TO JAN 2014)

THIS chart records the average number of days (y axis) taken to process those aircraft registrations which became due for renewal (i.e. expired) in any particular month. The data excludes instances of ownership change, and cancellations. Averages will however be somewhat over-stated, since they include Saturdays and Sundays.

It will be apparent from this that the average (monthly) registration turnaround time has never been better – at least during the past three years.



NT (Group A) By-Election

As the only nominee for this vacant seat, I declare Mr Mark Christie (00246) the successful candidate for the N.T. (Group A) By-Election.

Mark Clayton, Public Officer



>> Whitsunday friends, Ross Millard, Ian Wells, Julie Hands, Ivan Lizarralde and Ian Bishop

Seaplane fly-in a splash

by Julie Hands

WHITSUNDAY aviator friends headed south to attend the two day Seaplane conference held in Rathmines /Lake Macquarie NSW in November.

The seminars were well planned and presented, relevant, informative and fun.

Thanks to David Geers, Keith Clark and the others who put in so much effort to making it happen.

Some topics covered were rules, regulations and responsibilities of seaplanes in and around marine parks and waterways, maintenance and servicing, spot GPS tracking, tips for advanced

water operations, OZrunways, a discussion on fuels and marine rescue.

Other speakers were John Proctor from Texas who told about flying his Albatross around the world and Matt Hall who told about his career through the RAAF and into the Red Bull circuit.

The conference ended with a Hawaiian party which was multi coloured and a great success.

Saturday was the Rathmines Catalina festival open to the public and many wonderful military and civilian planes did a low pass down the lake, including Felix the black Cat-alina.



Notice of General Meeting

A General meeting has been called in accordance with Rule 23 (iv) of the *Constitution* of Recreational Aviation Australia Incorporated.

In accordance with Rule 24 and By-Law 2, notice of this meeting is being published in *Sport Pilot*.

Time: 11a.m.

Date: Saturday 19th April 2014

Location: Temora Airpark, 22 Tenefts Street, Temora NSW 2666

Michael Monck
Secretary

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Natfly Awards

by Tony King

EVERY year at NATFLY members put their aircraft up for judging in a number of categories. This year will be no exception. Full details of the rules and all the categories are on the NATFLY website www.natfly.com.au.

Judging will take place from Friday morning until noon Saturday. The noon Saturday cut-off is so the results can be collated and verified in time for the presentation dinner on Saturday night.

If you want your aircraft to be judged, make sure you let the team know when you register at the RA-Aus tent. They'll give you a special coloured card to hang on your prop. That's how the judges will know you're in the competition.

One change from last year is that previous winners will once again be eligible to win. So if you're a previous winner, we want you to be there and see if you can set the standard again this year.

Longest Flight Award

As in previous years, there will be an award for the longest flight to NATFLY. This year the award will be based on hours flown to get there, not distance. The thinking here is that a long trip in a slow aircraft deserves more recognition than the same distance in a faster aircraft.

Long Flight Draw

As well as the Longest Flight Award, all pilots who fly five or more hours to get to NATFLY will receive a certificate and go in the draw to receive a gift

card valued at \$500 for first prize, \$250 for second and \$100 for third. Prizes will be awarded at the presentation dinner on Saturday night.

To enter, simply let the staff know when you register upon arrival and provide them with a copy of the flight plan you used for the trip.

Eligibility

To be eligible for the Long Flight Draw or the Longest Flight Award, pilots must have registered at the RA-Aus tent by noon on the Saturday and must have flown a direct route to Temora with no more than two rest days on the way. Pilots stopping off at NATFLY as part of a larger trip will not be eligible unless they've flown a direct route from home. The completed flight plan must be submitted to substantiate the details of the flight. Both the aircraft's registration and the pilot's membership must be current, and the pilot must have the appropriate endorsements. Winners who are not at the Presentation Dinner to receive their prize must attend the RA-Aus tent by noon on the Sunday to claim their prize. Unclaimed prizes will be forfeited.

Presentation Dinner

The annual presentation dinner will be held at the Temora Ex-Services Club on Saturday April 19. If you haven't been to a presentation dinner before, you don't know what you've been missing. Come along and enjoy good food, good company and good fun. Tickets are \$40 and available online at the RA-Aus website. See you there. 🍷

RICHARD Sweetapple, professor of propellers for nearly three decades, has finally retired. Before hanging up his chisels however, Dick found time to pass on his skills to the perfect successor. In fact, the business and its equipment have moved only a short distance up the road. Dieter Sedlbauer is now in charge.

Dieter was born in Munich, Germany, 53 years ago. On leaving school, he trained as an electronic technician and served in the German Federal Police Force. In the late 1970s, he came to Queensland for a holiday and fell in love with the place. In 1980, he emigrated and not so long afterwards achieved his dream of becoming an Australian citizen. He married an Australian girl and now has two grown-up children - one son and one daughter.

Dieter's interests have always been aircraft, flying, travel and snow skiing in that order. He discovered ultralight aviation in 1991 when he had his first flight in a Drifter over the Atherton Tablelands in far northern Queensland. A few weeks later, he had his first lesson in a Lightwing at Innisfail. Not so long after that, he bought his own aircraft, Thruster TST 25-096. In 1998, he gained qualifications in Automotive Mechanical Engineering and in April 2000, he established 393 Ultralight Aviation with his own hangar at Caboolture, as well as a fully equipped workshop at his nearby property in Morayfield.

393 Ultralight Aviation is involved with the manufacture, repair and servicing of recreational aircraft for private and commercial clients in the Caboolture area. Dieter also does weighing and balancing, as well as supporting local amateur aircraft builders. He has done the Bundaberg Jabiru factory engine course. His current RA-Aus endorsements include L2, flying instructor and aircraft accident investigator. He spends most weekends instructing student pilots at Caboolture Recreational Aviation, teaching on Foxbat and Jabiru J 120, J 160 and J 230 aircraft. His own personal conveyance these days is a Kiebitz bi-plane 19-3785, which he built from plans, having commenced construction in 2000. The plane, which was flying by 2002, won the Most Innovative Design award at NATFLY in 2003.

Dieter first met Dick Sweetapple at a Bill Whitney Aircraft Design course many years ago. They met again in 2009, when Dick made a couple of propellers for him. Then in early 2013, when Dieter heard Dick was retiring, he contacted him and expressed an interest in taking over the business. The professor of propellers needed

no convincing. He knew immediately Dieter was the right bloke for the job. So in July 2013 Dick began training Dieter to design, measure, carve and finish those famous laminated mountain ash propellers. In October 2013, on the strength of a handshake, the business changed hands. Dieter promised Dick he would keep the art well and truly alive.

Dieter has transferred most of Dick's manufacturing plant to Morayfield. He also has plans to further develop the equipment by applying some of that good old German know-how to the task. Anyone interested in a Sedlbauer (née Sweetapple) propeller can contact Dieter on (07) 5497 9625, 0414 504 116, email dieter@ultralight-aviation.com or write to him at 393 Oakey Flat Rd, MORAYFIELD, QLD 4506.

I prefer wooden propellers myself for two main reasons. Firstly, they are the lightest propellers available. Secondly (and most importantly), they have unlimited fatigue life, even on direct drive motors - just one less thing to worry about. And, as Professor (now Emeritus) Sweetapple told me many times, three are for show, but two are for GO! 🚀

Dieter Sweetapple



ter tastes etapple

by Arthur Marcel





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Losing it in a cloud

by Barry Wrenford

FLIGHT experience can be gained two ways. One is to learn by surviving your own mistakes. The other is to learn from other pilots' mistakes, where the issue of survival need not be a factor.

What can happen when you lose control of an aircraft in cloud? This depends upon the aircraft. Most appear to end up in a high speed vertical spiral well beyond the aircraft limitations. But other outcomes can occur, usually with the same end result.

In January, 1967 I lost control in cloud and survived to tell the tale. It was a summary lesson I still vividly remember, which has helped keep me out of unwanted cloud ever since. It was in a glider, but engine or not, if you muck it up, it frightens you the same way and just as quickly.

It was a homebuilt plywood BG12A, massively built, stressed to 6G flight loads, approved for limited aerobatics and fitted with speed limiting 90 degree flaps. Actually it was quite advanced in performance for its day, which was well before the introduction of glass sailplanes. This glider had previously been landed rather heavily by a potential purchaser, who slunk away afterwards and was never heard from again. The landing demolished the entire cockpit area forward of the wing. I purchased a fourth share in the wreck and was involved in its reconstruction.

At that time I had limited experience on the glider

BACKGROUND

At the time I had a few hundred hours, including a little instrument experience, in various aircraft with the Royal Aero Club of NSW, was aerotowing using a decrepit Auster and flying various aircraft with the Southern Cross Gliding Club. The CFI of the club at that time, Vic, was also the guiding member of the syndicate and the main original builder of the BG12A. So he was the authority with all aspects of its flying and emergency manoeuvres, which he had carried out before the rebuild.

Of note, however is that the fuselage profile was more aerodynamic. It was pretty well instrumented and included a G meter for aerobatics and a quality electric artificial horizon. At that time I had limited experience on the glider and the sublime know-it-all confidence of the semi experienced pilot with no fear.

THE SCENARIO

It was a rest day in the cross country competitions at Narromine. Beautiful soaring conditions with some early Cu's starting to pop, which made a nonsense of the horrible forecast which had prompted the rest day. Vic suggested I take the BG12A up and try out a little cloud flying.

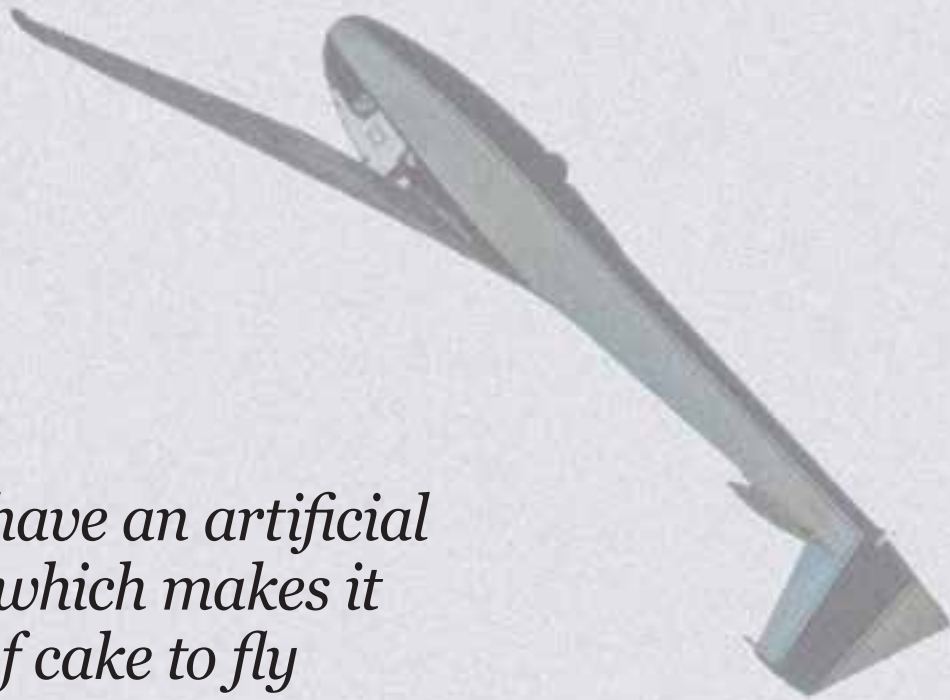
"Look," he said "it's quite safe. You have an artificial horizon which makes it a piece of cake to fly, and a glider with 90° speed limiting flaps if anything goes wrong. The speed cannot exceed 90kts in a vertical dive with full flaps, the VNE is 120kts, and it is a 6g aircraft. If you do cock it up then haul on the flaps, let the stick go and it will always fall of its own accord into a stable right hand spiral. You don't need to do anything else until you come out of the cloud."

THE ACTION

Up I went and found a nice little cloud. I turned on the artificial horizon, circled underneath and with gentle turns climbed up into the cloud a little way, then straightened up and flew out of the side into clear air. That wasn't too bad, so I turned around to fly straight and level back through. However the cloud had become somewhat larger than before.

Into the side of it I went again and all went well for a little while. Until it got rather bouncy and the variometer audio started warbling its high pitched happy climbing song. Suddenly I came into a narrow vertical cone of clear air in the cloud centre and the climb rate passed 1000ft/min. I could look down and see the ground through this clear inverted funnel, ringed by a few hundred feet of dark grey cloud around its edges. The first thing a glider pilot is conditioned to do when encountering strong lift is to put the glider into a fast turn to remain within it, then centre upon it while widening the turn. Being in clear air, and without thinking, this is just what I did, forgetting that you are not supposed to do fast manoeuvres when instrument flying.

The rate of climb was so fast that, before I



W You have an artificial horizon which makes it a piece of cake to fly

had time to react, everything went white outside. The altimeter showed 9,500ft. This entire sequence happened in seconds and left me stunned at the speed of it all. So back to the instruments I went. What instruments? The expensive AH was no longer functioning, but rotating aimlessly around the dial.

My first response was to try to quickly roll the glider back to level to fly out of the cloud, but this gave me an overpowering sensation of being in an uncontrollable tumble in the opposite direction. I eased off the roll, but then found my speed increasing rapidly and the variometer audio pitch making an ominous growl.

What had Vic said? Get the flaps down and let the stick go. The ease at which the flap lever can be applied depends upon the airspeed, which had increased so much I didn't quite make the last notch, and locked it at only 80 degrees.

The speed increased to 80kts and the g to 3 on the meter, and then both started to ease off. So I applied the last notch of the flap and relaxed - waiting for Vic's benign spiral to take effect. It didn't happen. The g did ease off to normal, but then continued to decrease until it finally reached zero. Also the ASI, which was now showing nothing but the maker's name.

I was suspended, floating in the cockpit, with the hush of utter eerie silence.

In those breathless seconds, I wondered where up and down were? And what came next? I did suspect that what came next had to be worse. And it was. The speed and the g

forces suddenly shot up at a breathtaking rate while I was pinned into the seat. The wind noise rose to a howl.

Then, with 4g and 90kts showing on the dials, the speed and the g forces fell away just as quickly as they had risen and once more I was floating in silence with my WAC chart hovering beside me, along with sundry dirt from the cockpit floor.

What was happening?

Again the speed and a feeling of weight returned and I suddenly shot out the side of the cloud into clear air. I was in a right hand spiral. I hastily levelled out, raised the flaps then, before I was ready for it, I flew straight into more cloud.

With now trembling hands I clutched the stick and willed the ASI to stay where it was. I watched the hypnotic revolutions of the AH, all the time imagining myself going back for another ride on the roller coaster. Then I was in clear blue air again, straight and level. I couldn't get back to mother earth fast enough.

SO WHAT DID I LEARN?

Without the flaps, the glider would have accelerated to destruction in seconds.

Because of the speed limiting braking flaps, the aircraft could not go beyond its limitations.

Probably the aircraft was doing half loops, and falling upside down from the top. This would account for the zero gravity, the fast acceleration and deceleration, and the repeating cycle.

When control was lost, the rapidity at which it could have gone beyond its limits was frightening.

Clouds can be changeable and can grow very quickly, as happened here.

Gyro instruments are toppled from extreme attitudes, which could occur in strong turbulence in lighter aircraft.

I learned I should have flown gently so as not to become disorientated by tumbling sensations, induced by my ear canals.


I learned I should not have relied on pilots telling me that "She'll be right mate". Rebuilding the BG had changed its flight characteristics, and the weight changes could have caused the different responses. I have been caught out accepting similar advice at face value elsewhere.

As you can read, the recollection of this has been seared into my memory, making me forever cautious about cloud.

I used to think I should fit instrument flight gear 'just in case', but learned from this it's better to not add the weight and expense.

Recreational aircraft are too light and reactive for most pilots to be tempted to use them for instrument flying. A GA aircraft is like a heavy stable bus compared to our nippy little sports cars and instruments designed for GA stability may not be as tolerant to our much more reactive aircraft.

Fitting instrument panels creates the wrong mentality and will not help save you anyway.

I just avoid flying into marginal conditions. I have since flown over much of eastern Australia without any blind flying instruments and have never needed them. And I am still here after 58 years of accident free flying. 

MAGNI Gyroplanes

Airborne now imports the Magni Gyroplane range



M24 Orion

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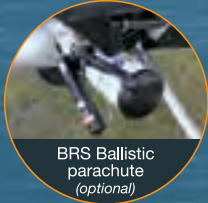
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THIS IS MY AIRFIELD

STEVE MCGUIRE

YAYR



AYR airfield is probably one of the best facilities in North Queensland. You can find it on Aerodrome Rd at Brandon (if you are on the ground) and at S19.35.04 E147.19.45 if you are coming by air. Elevation of the field is 41ft.

The airfield nestles in the center of a countryside green with a patchwork quilt of cane farms. It was built in the early 1950s to handle RPT services on the Brisbane-Cairns route. These services initially used DC3s and later Fokkers, before the jet age made intermediate stops unnecessary. The main runway 01/19 is 1462m long and sealed. A grass cross strip 11/29 is 1127m, about twice the width of many other grass strips in the region.

The Lower Burdekin Aero Club has a Grumman Tiger for members' hire and Avgas available for their use. A busy GA/RA-Aus school operates, with CFI, Neil Hoffensetz, instructing in his C172 and a Jabiru 170C.

When the Bruce Highway is not being upgraded, it's about a one hour drive from Townsville just five minutes to the village of Brandon (which has accommodation at its pub) and a

further ten minutes to the very welcoming town of Ayr. Skydivers are active on the strip at weekends but their operations cause little disruption to arriving and departing aircraft. Agricultural operations are conducted regularly but again, with little disruption to traffic.

YAYR hosted a successful airshow in August 2000 though no more have been held since.

Heavy seasonal rain is generally well drained and the main sealed runway would normally be serviceable in most flyable weather.

The facility is owned and maintained by Burdekin Shire Council. They take good care of the field. The grass runways and taxiways are mown frequently. There is a caretaker on site and toilets are in a building adjacent to the sealed apron.

Several hangars dot the airfield, with a preponderance of Jabirus of assorted types among the occupants as well as a Tiger Moth and a Virus.

A Council site map for the airfield shows considerable potential for additional hangars to be constructed, a clear vote of confidence in the airfield's future.

The airfield is an important asset for the Burdekin and Townsville communities and the promotion of recreational aviation in the area depends on the maintenance of this and the other council owned airstrips in the region.

As a training airfield, YAYR would be among the best with a low level of traffic with generally good radio discipline, an easily manageable distance from a major regional city and both RA-Aus and GA catered for.

Why not come and visit us sometime? 🐅

Would you like to let everyone know how great your airfield is? Email editor@sportpilot.net.au and tell us all about it. Include some photos of the field and your club members.

FLIGHT OF THE GRA



>> Ready to fly



>> Coming together



>> Wish the workshop was bigger



>> Starting to look like a Corby

GRASSHOPPER

by Graham Logan

MANY years ago I saw my first Corby Starlet and decided to purchase a set of plans. Unfortunately, my dream ended at that point. I was busy at work and I didn't have a workshop in which to build the aircraft.

However, when I retired I called John Corby and asked if I could have an updated set of plans. My originals were number 50 and well out of date.

Then I put together a workshop and spent many hours reading the new plans and making notes.

The first job, of course, was to build jigs and fixtures. The Corby is not a kit and everything has to be fabricated from scratch. I spent many hours working away with nothing that looked like an aircraft part to show for it.

Eventually, I made a set of wing ribs and proudly displayed them on the workshop wall.

As you would expect problems started to

▼ *An added bonus were the friends I made*

arise and I did a lot of dithering. It concerned me that I was delaying things. But help was at hand through the Corby Starlet Group website.

I would put a problem to the group and in half an hour I would have a heap of answers. Without this help I would still be building instead of flying.

This help from Australia and around the world, from builders and pilots of Corbys, made my journey a success.

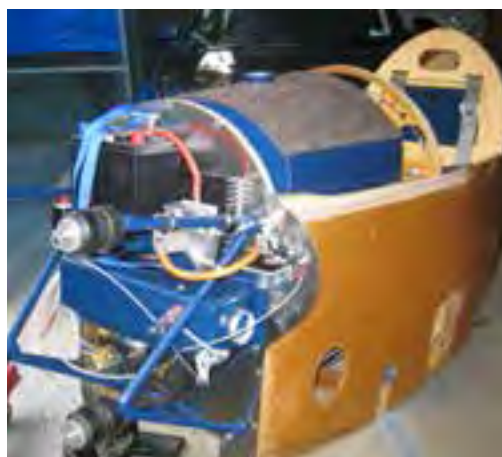
An added bonus were the friends I made along the way.

For some reason, because of the website, my Corby became known as the 'Grasshopper'.

Others have had the same treatment, such as Norm Edmunds' *Red Alert* and Colin Gambles' *Bug Catcher*.

Some four and half years after I started, *Grasshopper* emerged from the workshop and was ready to spread her wings and make her way to the airfield at Gawler. That's the home of the Adelaide Soaring Club, where I have been keeping current by flying Pawnee tugs.

After assembly it was time to see if the *Grasshopper's* engine would make some noise.



>> How am i going to fit everything in ?

After some minor adjustments, it ticked over like a well-oiled sewing machine.

The next step was to submit all the paper work and photos to RA-Aus to obtain my registration. Our resident maintenance engineer, Mick Wright, made sure I had not missed anything and I was pleasantly surprised to have it all approved in about five weeks.

It was suggested I should first spend time on the ground getting a feel for the aircraft because it is short coupled with a powerful rudder. I think it added up to about two hours which was well worth it. Then it was time to get the machine into the air.

There was a discussion about who would do the first flight - Mick, Paul Cliff our gliding engineer or Marc Michel, who has a wealth of experience in his immaculate Pitts Special and Chipmunk. I asked Marc if he could do the first test flight and he jumped at the opportunity.

I know it would have been great to have made that first flight myself, but I believe it was the right decision to have Marc do it. He has far more experience.

It was a strange feeling watching something I had created actually in the air. The flight, on October 30, 2013, went off without a hitch. Back on the ground, Marc's first words to me were 'when can you build me one?'

It was suggested that although I was currently flying the Pawnee, the Corby would be quite a bit different, especially on the rudder during take-off and landing.

Marc suggested I do some circuits in his Chipmunk to help set me up for the Corby.

So, after about an hour of circuits, keeping everything straight and consistently making good three point landings, Mark said it was time for me to fly my own machine, which I did and it was fantastic.

Now I have completed about 14 hours and 70 take-off and landings, I can only say what a magic aircraft the Corby is to fly.

For anyone contemplating building, there is one very important ingredient required - a very understanding and supportive wife. I thank mine for allowing me this indulgence and I promise her that all those outstanding jobs around the house will be done as soon as possible. 🛠️



>> The rubber band



>> The master planer



>> Can you pass me another clamp





>> Ready to explore the world

There is one very important ingredient required - a very understanding and supportive wife.



>> The pointy end



>> Nice lines from the rear

POSITION REPORT

MARK CLAYTON



A shining beacon

BEFORE ditching into Bass Strait last October (following an engine failure), the pilot of an RA-Aus Thruster broadcast a MAYDAY call which was received by Melbourne ATC. A short time later a registered personal locator distress beacon was detected by the Copas Sarsat satellite system eighteen kilometres off Waterhouse Island (in the vanity of the Thruster pilot's last reported position).

The events that followed these alerts, though dissected and reported – in dramatic terms – by most mainstream media outlets, were in fact just the well-oiled machinations of a centrally co-ordinated response which is played out on average at least once – sometimes twice – every day of the year.

Soon after receiving these last alerts, an RAAF Hudson Super King Air was diverted to the area, together with a Sharp Airlines aircraft. Rescue helicopters were also tasked from the La Trobe Valley and Hobart, together with one of AMSA's (Australian Maritime Safety Authority) Essendon-based Dornier 328 aircraft (RESCUE431).

The registered owner of the beacon was contacted, and able to confirm that there were two people on board the Thruster; that they making their way to Newcastle and; that they did have on board both li-lo and inflatable pool bed. RESCUE 431 subsequently released the RAAF and Sharp Airlines aircraft and coordinated the rescue of the two survivors by the Tasmanian

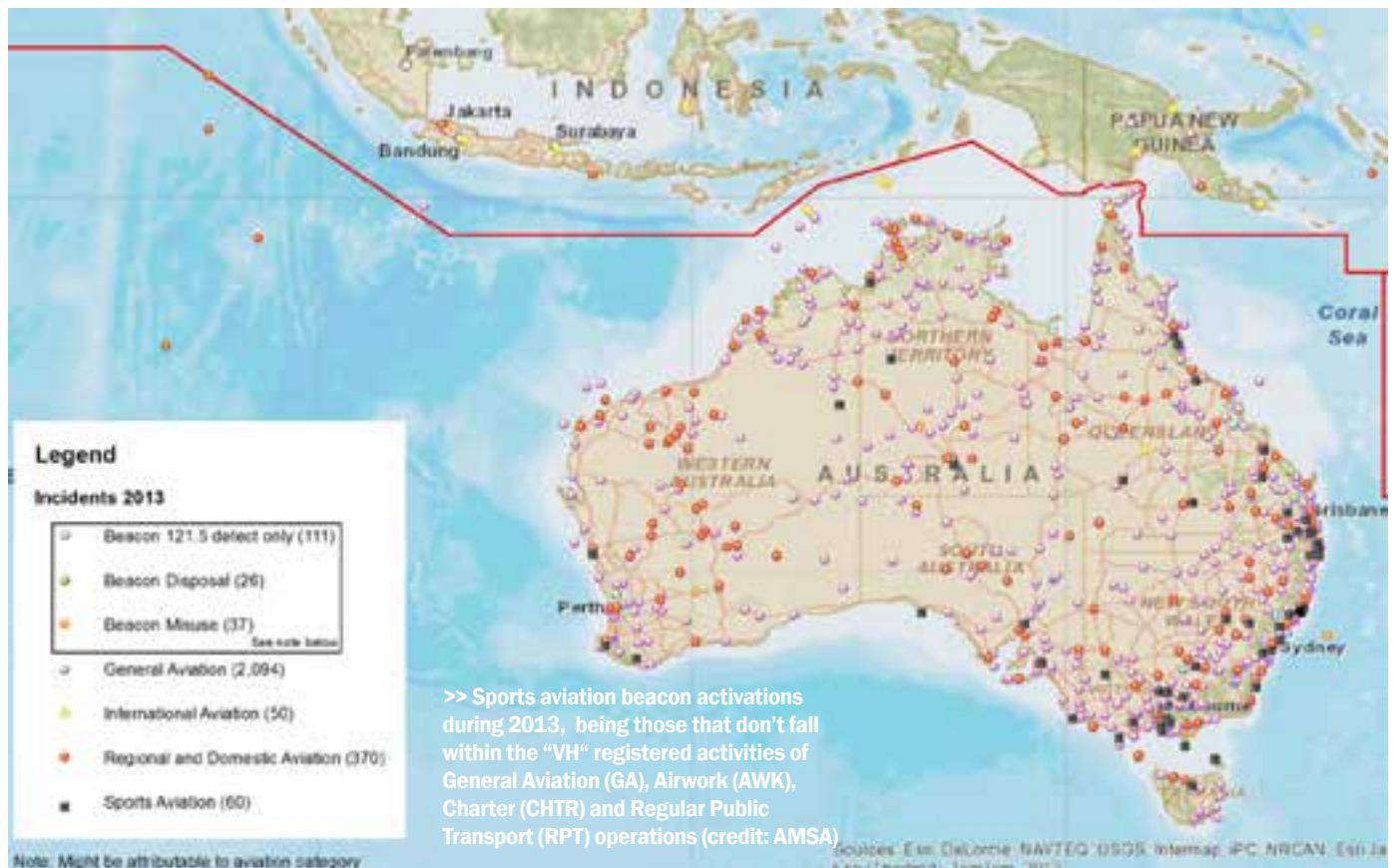
Police vessel Proctor 4 and a nearby yacht.

The Thruster pilot and his passenger, suffering from mild hypothermia, were winched on board the LaTrobe Valley HEMS2 helicopter and taken to Launceston Hospital for treatment. It was subsequently determined that the pilot was neither qualified to undertake the planned trip, nor had appropriate safety equipment on board the aircraft for the over-water flight.

This event was one of several beacon activation incidents discussed in detail at the 18th Australian Search and Rescue Consultative Forum held in Canberra in early February (and attended by RA-Aus). The take-away message from this particular incident is that the post-activation search and rescue phases can, and moreoften do, work consistently well providing of course that you're carrying appropriate survival equipment and a registered GPS beacon with an un-expired battery.

That said, AMSA staff – who convened the Forum and manage the Rescue Coordination Centre – also highlighted a number of emerging issues of particular relevance to RA-Aus:

BEACON REGISTRATION – While the Copas Sarsat satellite system will still detect (and react) to non-registered beacon activations, search and rescue personnel are hampered in such instances by the fact they don't know what is they're looking for (i.e. it could have been triggered by a hiker,



Only 20% of beacon activations relate to genuine distress situations

a pilot, or a sailor); where the registered owner normally resides or; who are his/her next of kin. Knowing the registration date also allows AMSA to determine the battery expiry date and, therefore, the likelihood that the activation could have been caused accidentally, or by an inappropriate disposal (an increasing problem).

As at October 2013, AMSA reported that 26% of the beacons it had detected were not registered. The Authority also reports an increase in change of ownership of distress beacons, with the new owners not always registering.

The Authority is currently spending between \$1,500,000 and \$2,500,000 each month on beacon activated searches and the pressure to reduce these costs is mounting. Only 20% of all beacon activations relate to genuine distress situations, and around 5% are caused by malicious or hoax activations. Compulsory beacon registration is one option now under consideration.

These observations are not inconsistent with our own data which shows that only 973 of our 3,321, currently registered aircraft, are known to be carrying beacons. This could simply reflect the imperfect nature of our records or, could it possibly be that two-thirds of our fleet never ventures more than 50 nautical miles (beyond which, you're required to carry a distress beacon)?

AS/NZ 4280.1 & 4280.2 – Recent changes to this Australian Standard have meant that PLBs - like mine - can no longer be sold with black external pouches (they now have to be orange or yellow). Moreover, the aerial must hereafter be deployable with the protective flotation pouch in situ. Manufacturers and retailers have until September 2014 to comply with these changes.

GPS BEACONS – Both GPS and non-GPS beacons are currently used in Australian aircraft, the former having the obvious advantage of being able to simultaneously transmit GPS co-ordinates. With non-GPS beacons however, it can take anything up to three hours for the geo-stationary and orbiting satellites to obtain a location fix, accurate enough to justify the deployment of costly search and rescue resources. This delay can be compounded when, as sometimes happens, the beacon's signal is shielded –

from the low-orbit satellites, at least – by mountain ranges or ravines. With the price differential between GPS and non-GPS beacons being as little as \$100, there is scant justification nowadays for retaining the latter and indeed, manufacturers have now stopped producing them.

BATTERY LIFE – It's now five years since the carriage of distress beacons was mandated. And with the average beacon battery life being between five to seven years, AMSA is bracing for a number of inevitable consequences. Beacon owners have, for example, already begun ordering replacement registration stickers – from AMSA - for beacons which are known to have expired batteries. In all there are 53,576 registered beacons in Australia, with batteries expiring in 2014. Based on the Authority's experience of the 121.5 MHz changeover in 2009, it is likely that a number of beacons will be incorrectly disposed of, presenting a significant risk to the SAR system (since beacons which end up in tips are frequently accidentally activated).

Although some manufacturers are advertising extended battery life beyond the minimum Australian standards, this is causing some confusion amongst prospective purchasers who may not realise that their beacon will still require a battery replacement after five or seven years. Some manufacturers will service and others will offer a beacon exchange program whereby an expired beacon is handed in and a new or refurbished beacon received in return. Thankfully, manufacturers are mostly only extending these offers to customers with registered beacons. One such exchange program is that offered by GME which provides a new GPS beacon for \$220, as opposed to the normal retail cost of \$340.

AMSA's six key beacon messages are clear:

1. Buy a beacon
2. GPS is best
3. Keep your beacon registered
4. Use your beacon appropriately
5. Ensure your beacon's battery isn't expired and;
6. Dispose of your expired beacon appropriately

www.amsa.gov.au/beacons

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BRISTELL POWERS UP

by Chris Stott



THIS year is shaping up to be another big one for NATFLY Gold sponsor, Anderson Aviation, the distributor of the popular European BRM Bristell range of aircraft.

Since the Bristell was launched in Australia in 2012, Anderson Aviation has created quite a storm with a heavy marketing effort and the introduction of several versions of the aircraft.

The first Bristell kit and first retractable model is due to arrive in Western Australia this month.

The kit will be registered through SAAA under the Experimental category. The builder, Pawel Gazinski, previously owned a Sportcruiser and is very excited to receive his kit.

"I used to own, fly and maintain a home built Sportcruiser under the UK LAA," reports Pawel.

"Every year I flew it from Scotland to Poland for summer holidays and to visit my family. I was forced to sell my machine when I decided to make the big move and immigrate to Australia.

"When I arrived I knew nothing about the Australian aviation system. I was fortunate to meet very kind people at the Serpentine Airfield who explained for me in detail the differences between certified aviation, RA-Aus and SAAA.

"I was attracted by the idea of building, flying and self-maintaining my very own aircraft, so I started to look for suitable kits.

"After comprehensive research, I narrowed down my search to three potential candidates and one of those was the Bristell. The key factor was to have an all-round aircraft capable of STOL, high speed cruise, with ample luggage

space and weight, which ran on Mogas as well on Avgas.

"After looking into the details of all three candidates I eventually placed an order for the RG Bristell, which fulfils and exceeds my requirements.

"I have had a very positive experience dealing with Australian Bristell dealer, Brett Anderson. Brett has been an outstanding help since day one of my research. He answers questions almost instantly.

"Having ordered the first kit and first retractable Bristell aircraft for Australia, even my type specific questions were answered before I made myself a cup of coffee by Brett phoning the factory.

I am now counting down the days until I get a first look of my new aircraft."



I was attracted by the idea of building and flying my very own aircraft



>> Pawel Gazinski (left) and friend



According to Brett, Pawel can expect a 10-15 knot improvement on the fixed gear Bristell in TAS because of the retractable undercarriage.

In other Bristell news, the first Australian Wolf fuel injection system fitted to a Rotax powered Bristell has been extensively test flown and will return to BRM factory for complete sign off, so orders can be taken. Another two Bristells will ship to Australia in April. A tail dragger version is also now available. It's proving very popular overseas, particularly in the US and South Africa.

WOMEN OF AVIATION

Anderson Aviation will support International Women of Aviation Day at Bathurst NSW on March 8. The Bristell has been included in the line-up of aircraft which will provide free

flights on the day. Billed locally as 'Women with Wings', the Bathurst Aerodrome fraternity is getting behind this international event to introduce females to the joy of flying.

15 aircraft and 15 pilots will take women and girls on short Discovery Flights at no cost, to give them a taste of what flying is all about. Participants do not need to intend to become pilots – it's all about creating a rare opportunity for as many women and girls as possible.

BRISTELL MEETS JABIRU

The first Jabiru 3300 powered Bristell in the world recently flew into Bundaberg to be introduced to the donor of its 120hp engine.

The Bristell airframe was built 18,000kms away from its engine, so it was fitting Jabiru staff got to see what they had helped create

– the fastest factory built Bristell to date. Jabiru is refining the factory installation to make this machine the best in its class. BRM in the Czech Republic, the maker of the Bristell, has received several more European orders for Jabiru 3300 engine upgrades.

The first 'Brist-iru' is doing service as a hire and fly aircraft at Central West Flying School in Bathurst, NSW and has already clocked up 200 hours. It is available to any RA-Aus Pilot Certificate holder, after they do a short type endorsement. It has already been taken on interstate trips to Queensland and Victoria, as it gobbles up the miles with its 125kt cruise. For more information on Bristell brett@andersonaviation.com.au. For more information on International Women of Aviation Week, www.womenofaviationweek.org



Short Field Landings

by **Bill Grieve** Aeroskill Flight Training

RA-Aus Operations asked Bill, a very experienced CFI, to write an article about short field landing and take-off techniques as a wise word to all pilots. Pilots are encouraged to seek the assistance of an experienced CFI for information relevant to their own aircraft type and experience before conducting short field operations.

THERE is landing short on a field and there are short field landings and believe me, the two things are not the same.

Landing short on a field can be quite useful – especially on a busy airfield when the pilot needs to quickly exit the runway to let a following aircraft land behind them.

For this, use a slightly flatter final, with a bit of power on so the engine is ready to respond should it be needed and use the threshold as the aiming point. Just before the threshold, pull the power off, land at normal speed and get on the brakes quickly. If things don't go according to plan there is still plenty of strip ahead to complete the landing or go around.

A short field landing is another matter entirely.


I have 1.2ha of land. Apart from the house, sheds and a hangar, I also have two airstrips. The 'long' strip is 140m fence to fence and I have a cross strip of 80m – needless to say I don't get many visitors by air. To add to the problem, the main strip is only six metres wide where it crosses a ditch, so accuracy is vital. Since my first landing on my strip in my Savannah in 2005, I have completed nearly 800 landings here. I was never taught SFL techniques – I learnt them mostly by luck. I do not recommend this method.

Short field landings involve slow flight close to the ground, which can be both difficult and dangerous. It needs to be learned correctly and practiced regularly because there is little room for error. You need to land at the very beginning of the field at the slowest safe airspeed to make the landing roll as short as possible.

LEARN TO FLY SLOW

Firstly learn to fly slow at altitude where mistakes don't hurt. Initially use only calm conditions and spend a lot of time exploring the stall point of your aircraft, especially with full flaps. While it is important to know the stalling IAS, it is more important to know the stick position where the stall occurs. When slow flying, if you never move the stick behind the stall position, you should never stall the aircraft. The slow flying technique I suggest you learn is to hold the stick steady to give the required speed and don't move it, either fore and aft or side to side. If a wing starts to drop, pick it up with opposite rudder using secondary effect roll. If the aircraft starts to yaw, correct it with sharp punches on the rudder to yaw the aircraft without inducing roll. Remember you



 *I learnt mostly by luck. I do not recommend this method*



are flying near the stall – if a wing drops and you try to pick it up with aileron, the down-going aileron on the dropped wing causes that wing to exceed critical angle of attack and the wing will stall and drop further, sometimes violently. Practice it until it is second nature before doing it close to the ground.

The next stage should be practiced on a long field. If you have plenty of undershoot available, use the threshold as the aiming point and mark 100 metres from there. If there is not a lot of undershoot, put two markers 100 metres apart well into the strip. The first is your aiming point, the second is your stopped-by point.

NOW FOR THE LANDING

Get on final early and make sure you are on the centre-line. Pull the power off, slow the aircraft down and get the flaps out. I like to fly five knots above the stall plus half the wind speed.

Set the aircraft up in a glide which will land you way short of the aiming point. At this point your rate and angle of descent will be quite high so add power to flatten out the angle and reduce the rate of descent, ensuring

the speed stays as required by raising the nose. You are now dragging the aircraft in with power – use more or less power to adjust the rate of descent and nose attitude to maintain desired speed.

Remember that once you are set up on final, with wings level and at the correct speed, the stick is not moved sideways. Use rudder to pick up a dropped wing. This may seem wrong but imagine you are on the centre-line on final and the left wing drops. Because the lift generated now has a horizontal component to the left, the aircraft will start to yaw left. If you apply right stick to correct the drop, the left aileron goes down and, especially at slow speeds, causes adverse yaw or aileron drag, which exacerbates the yaw. So by the time the wings are level again, the aircraft will be aimed 15 or 20 degrees to the left. This then will require a roll to the right to regain the centreline and then another roll to the left to level the wings. However when the wing dropped, if you applied right rudder the aircraft would have yawed to the right and the ensuing secondary effect roll would level your wings and you would be back on the centre-line. Also if you don't move the stick sideways, it is much easier to avoid unwanted fore and aft movements which vary your airspeed.



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So you are now dragging the aircraft in with power, wings level, a reasonably flat angle of descent and with the stick stationary to maintain correct airspeed. Adjust rate of descent with power and keep airspeed steady with elevator. Try to be just 300 to 600mm above the ground as you reach the threshold, keep looking well ahead and pull the power off. Now hold off with slight back pressure, raising the nose to the climb attitude and the aircraft will land with very little forward speed. Keep the aircraft straight and apply brakes. Don't try to land the aircraft or you will bounce and run out of runway. Always be ready to put power on and go around. There is no shame in a go around but plenty of shame in a broken aircraft. With a crosswind you will have to kick the aircraft straight as you round out and lower the into wind wing to stop the drift across the field.

Keep practicing on a long field until you can get it right every time –the same with cross winds. Only try for real on a short strip when you are confident you have mastered the technique. But be warned. The first time you go into a really short field it will be difficult, dangerous and daunting. Make sure everything is going for you when you do it, then just do it.

Always remember you are flying very slowly. If you bounce a little, keep the stick coming back and the aircraft will stall on. Never, ever push the stick forward if you bounce. Better still is full power and go around.

NOSE WHEELS

Over the years I have heard of nose wheel failures on short field landings. It should not happen. The nose wheel should have little or no part in the take-off or landing. The 'little' should only be the beginning of the take-off roll and the end of the landing roll.

The purpose of the nose wheel is two-fold. It stops the prop from touching the ground and it aids in direction control when taxiing. It is usually the weakest structure on the aircraft and is not designed to carry the weight of the aircraft. The nose wheel should never be on the ground at anything like flying speed. If it is still on the ground at nearly flying speed and the aircraft encounters a gust, the aircraft will lift off in a flat attitude. When the gust is gone the nose will drop and the aircraft weight will be transferred to it, which could well cause it to collapse and leave you with a broken aeroplane and a large repair bill.

On take-off, hold the stick back as you apply power. As the nose starts to lift off, ease the back pressure on the stick to allow the nose to settle at climb attitude. The plane will then accelerate until it gets to flying speed, when it will lift off. When landing, bring the stick back in the hold off until the nose is at the climb attitude. Then as the speed washes off, keep the stick moving back to maintain climb attitude and aircraft will land on its main gear. Then keep the stick back until the nose wheel won't stay up any longer. Doing this will give you the best take-offs and landings and you won't have any nose wheel failures.



AOD AND ROD

Now a bit about Angle of Descent (AOD) and Rate of Descent (ROD) as they relate to short field landings. (The numbers I use here are for my Savannah XL, but the idea is the same for most aircraft).

I took my aircraft up to a safe altitude and practiced approaches at normal landing speed of 50kts and short field speed of 40kts, both at ½ flap and full flap, with power off. The results were as follows:

50kts @ ½ flap - gave a ROD of 550fpm and a glide ratio of 9:1;

50kts @ full flap - gave a ROD of 650fpm and a glide ratio of 7.8:1;

40kts @ ½ flap - gave a ROD of 650fpm and a glide ratio of 6:1;

40kts @ full flap - gave a ROD of 700fpm and a glide ratio of 5.8:1

What this shows is that at 40kts with power off and full flap, the AOD is significantly greater than a normal landing AOD at 50kts and ½ flap.

This leads to an extremely difficult landing because the AOD and ROD are both high but forward speed is low and close to the stall. The round out and hold off must be performed aggressively and accurately to get the mains on the ground before the stall occurs. If the round out is done slightly too high, the stall occurs and you won't be able to hold the nose up - resulting in a nose wheel landing. If it is done too slowly, the ROD won't be arrested and again you will land on the nose wheel. To overcome the AOD/ROD problems associated with slow flight in short field landings, use power to drag the aircraft in much flatter.

I'm sure there are many other techniques used to achieve the same result. But this is the one I use and teach. What is yours? 🛩️

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PILOT TALK

Jill Bailey - Operations Manager

NATFLY 2014

TEMORA will again host RA-Aus' annual national fly-in at Easter (April 18 - 20).

Operationally, the same procedures and requirements as in previous years will apply. For pilots intending to fly in a NOTAM and AIP Supplement will be produced soon to provide you with specific information. In brief, pilots will be required to advise the required taxiway as part of their CTAF call, allowing marshals to direct them to the appropriate parking area. Once clear of all active runways, pilots should change to the ground frequency 129.9. Normal CTAF procedures will apply and a Unicom service will provide advisory information only regarding weather conditions and traffic in the circuit. There will be no live propellers allowed in the trade display area, day parking area, or the fuel area north of Taxiway Delta. Pilots can taxi along Taxiway Charlie for underwing parking only if under escort by a marshal. A cockpit sized supplement will be included in next months' *Sport Pilot* intended to provide pilots with required pre-planning information.

We look forward to seeing as many members as possible at NATFLY 2014.

Health changes

Aging is an unfortunate side effect of living (but better than the alternative) and as we age, our health status may change, which may then affect our ability to drive a car and therefore operate an aircraft as a Pilot Certificate holder with RA-Aus.

Members will already be aware that if a significant change to their health occurs, they are expected to assess their ability to fly. If they are not at the peak of health, decide not to fly until a return to full health is achieved. If a significant health event occurs, which can include epilepsy, diabetes (type 1 or 2), heart condition (medicated or paralysis), mental illness (medicated or otherwise), or reaching the age of 75 or older (IAW *Operations Manual* Section 2.07 paragraph 5.c and 5.d), members should be aware they are responsible for providing RA-Aus with a statement from their GP once the health event is correctly treated or managed. This may then become an annual requirement, depending on the type of health event.

Instructors and CFIs have an even higher responsibility for their health standards, as they are responsible not only for their own safety, but also the student they have in the cockpit with them. If an Instructor or higher approval holder has a change of medical status, not only are they expected to manage the health event

appropriately and cease flying if required, they are also expected to advise Operations of the change in health status and provide RA-Aus with either a new CASA Class 2 medical or a new RA-Aus Medical Declaration once the condition is treated or managed appropriately.

As we age, many of us require the use of reading glasses in the cockpit. If this is the case, this condition may be stipulated on the CASA Class 2 medical or by the doctor. Reading glasses must therefore be used as required in the cockpit, and in accordance with CASR 67.200 paragraph 4, a spare pair must be available to the Pilot in Command (also Instructor or higher approval holder) as required.

*Remember,
the ramp check
process is
always intended
to educate
pilots, rather
than punish.*

New Operations Manual

Members are eagerly awaiting the release of the first revised *Operations Manual* since 2007, and Operations is just as eager to have it out there. The Self Administering Sport Aviation Organisations section of CASA (SASAO), tasked with providing direct interaction with organisations such as RA-Aus, HGFA, GFA etc. is currently reviewing the *Operations* and *Technical Manuals* and once approved, we will begin providing information to members and Instructors. Watch this space.

CASA Ramp check info on website

Members will be happy to hear CASA has released a Ramp Check brochure on its website. There is also a link on the RA-Aus website to this brochure in the news section under the heading *CASA updates sports aviation website*. The

brochure provides detailed information related to ramp checks from the perspective of sport organisations such as ours. One side of the brochure has a list of relevant regulations and legislation for pilots to reference. The other contains step by step information about what the inspector will expect to see.

The brochure also provides advice for pilot requirements when conducting a local flight in the vicinity of an aerodrome. The requirement to carry charts or a PLB is only applicable when planning to leave the vicinity of the aerodrome (although carrying a local chart would be sensible in case of disorientation). Local flights don't have the same requirement for navigation and fuel logs (although sufficient fuel and weight and balance requirements for the proposed flight must have been calculated). Weather should be considered for the duration of the local flight and pilots must still obtain NOTAMS for their aerodrome since NOTAMS may contain advice of changed procedures or local hazards.

The Ramp Check brochure is available at http://www.casa.gov.au/wcmswr/_assets/main/lib100209/ramp-checks-sp.pdf


Remember, the ramp check process is always intended to educate pilots, rather than punish. We hope to see a repeat of the very popular ramp check process demonstration at NATFLY this year.

Operations has also been told filming has recently been completed at the Oaks with one of our own CFIs for a sport organisation Ramp Check video by CASA. We look forward to seeing that soon on the CASA website.

MTOW

While we are talking about compliance, Operations would like to remind pilots of the Maximum Take-Off Weight requirements for RA-Aus aircraft. The Technical department is currently advising aircraft owners to ensure their aircraft operates to the Type Certificate or Statement of Compliance information provided with the aircraft and pilots are therefore expected to operate the aircraft within this MTOW and within weight and balance limitations.

If the aircraft is not operated in accordance with MTOW and weight and balance requirements, there can be serious ramifications for the long term safety of the aircraft, along with possible insurance implications if the aircraft is involved in an accident.

Safe flying and remember "Smart people learn from their mistakes. But the real sharp ones learn from the mistakes of others." 

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Communication Skills

YOU are on short final. Things are not looking as they should. You call to your student "Take off power!"

If you were the student, how would your brain process and react to the instructor's command?

Chances are you would take off power – reducing the throttle to idle.

But what if the instructor meant for his student to actually advance the throttle to full take off power?

This scenario actually did occur. The result was catastrophic.

What can be learnt from the mistakes made by others is that communication skills between you, as an instructor, and your student need to be clear, concise and non ambiguous.

Interpersonal skills are the skills used when engaged in face-to-face communication.

"Remaining calm and focused, being self assured and decisive without hesitation, reflects a confidence and instils the impression that you have a solid command of the situation."

Focus on the meaning of what it is you want to communicate. Have an objective and maintain it as your focus. In the cockpit, time during a lesson is generally limited so keep your instruction relevant, informative and to the point.

This can be achieved in the way that the message is conveyed as much as the words used. Remembering that under pressure some students may not even hear or comprehend

what it is being said.

The use of the voice: Volume - to be heard, Clarity - to be understood and Variety - to add interest; are important aspects that will assist in the conveying of information.

VOLUME: Is the act of projecting the voice, not bellowing. Developing a strong voice as opposed to a loud voice will demonstrate confidence and emphasise a thorough knowledge of the subject.

CLARITY: There is nothing worse than a message mumbled through clenched teeth. The sound is locked in the mouth, the message inaudible. Opening your mouth will give full benefit to each sound made and every word spoken.

VARIETY: There is nothing worse than an instructor who continually talks, usually in monotonous tones. "Like the continuous yapping of a terrier dog, the message is soon lost in the annoyance of its delivery." It is important to pace your words, to use a variety of volumes, pitching to place emphasis on details of importance." Pauses are powerful. They can be used to highlight a statement or to gain attention before conveying an important message. Dramatic pauses of 3-5 seconds convey an air of confidence and authority.

Using words is only the tip of the iceberg. "We actually communicate as much, or more, infor-

mation using non verbal signals such as gestures, facial expression, body language and our appearance."

Having empathy is an important communication skill. Trying to see things from the point of view of your student is a means of understanding how they may view your words. Stay in tune with their emotions. Get a feel for how they are travelling during the lesson. Are they overwhelmed? Are they demonstrating an understanding of the technique or knowledge you are trying to convey?

Communication is a two way process. It involves both sending and receiving messages.

If times are becoming too tense try humour. Laughter releases endomorphins which can help relieve stress and anxiety. "Don't be afraid to be funny to emphasise a point, but do ensure your humour serves a purpose and is not inappropriate to the situation."

Effective communication is a key skill. Aiming to improve and further develop strong and positive communication will help prevent and avoid misunderstandings and potential conflicts. Getting a message across clearly and concisely demonstrates an important ability for an instructor to aim to achieve. Our students deserve it.

References www.skillsyouneed.com/effectivecommunication, www.lifehack.org/articles/communication

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>> Picture: John Harley

Pegasus Supra

Part of the collection at the Australian Ultralight Museum, Holbrook

It has a fixed seat whereas the Pegasus I and II had swing (suspended) seats for weight shift control for pitch/roll. The Pegasus Supra wing has swept back leading and trailing edges and tapering chord. There is no tail and a canard wing that controls pitch with yaw control by tip rudders. Roll control is by spoilerons; control inputs through stick for pitch/roll and pedals for yaw. Nosewheel steering - push right-go right - and no brakes. Two Supras have been registered in Australia, 10-0846 (Tasmania) having last been registered in 2007 and 10-10008 (Victoria), which is still current.

Max level speed 55kts, VNE 55kts, cruising speed 39kts, stalling speed 23kts, Max climb rate 800fpm, range 109 nm.

The aircraft was manufactured by 'Those Flying Machines' of California. Back in the 1980's the ready-to-fly' price was US\$4,995.

Source: Volume 2 of Berger-Burns Ultralight and Microlight Aircraft of the World



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LEARNING TO FLY

ANTHONY SIBARY

From the left seat

LIKE a lot of folks in their early 40s, I too thought I should make this flying thing actually happen, instead of simply watching planes fly over and imagining I was in there.

When I finally got into the left seat, I very quickly discovered the size 10 combat boots I was wearing were not, shall we say, helping my cause?

My instructor, Dave Rolfe, calmly turned to me and said “more right rudder” and I said “OK but I can’t feel the pedal”. That was the one and only lesson I wore those boots. I have since discovered the joy of wearing light weight running shoes during my lessons.

Just one of many little incidents which have been the hallmark of my flying training to date.

It was during one of several circuit lessons that I had another breakthrough. My instructor for the flight in question was John Taru. I was really struggling getting the little Jabiru smoothly onto the runway. Could I be this bad after spending the first half of my life dreaming of being a pilot? What was I doing wrong?

As it turned out I was doing two things. The first was working the controls instead of letting the aircraft settle close to the ground. The second was staying focused on my touchdown point instead of looking further down the strip.

John said “let’s make this one a touch and go and then we will do a full stop next time around”. The touch and go went ok and it was then John got me to look down the strip when doing the full stop.

What a difference. Wow! I could actually do it! What an awesome feeling.

I’m learning to fly with Dave’s Flying School at The Oaks (YOAS) and I’m having a ball.

What impressed me right from the start with Dave was that he simply pointed out what his expectations were and that he would be completely honest with me regarding my flying abilities. This was going to take time and be done right...something my wife and young children are very happy about!

As I write this, I have completed just over fourteen hours of instruction at YOAS, with either Dave or John in the right seat flying the Jabiru LSA 55.

For those unfamiliar with the Oaks, its Sydney’s only remaining WW2 airstrip. There are two parallel grass strips, 18 and 36 (with right and left circuits respectively) and it is 900ft AMSL. The elevation and local topography



can create some interesting crosswinds and weather conditions and, as I have discovered, this ensures my time in the air is never dull.

The LSA 55 is sensitive in the approach and landing phases. It requires a lot of positive rudder input. You have to keep flying it all the way onto the runway. As my instructors have pointed out, when flown smoothly, in balance and at the right throttle settings, it is a joy to fly.

I recently completed a circuit lesson with John flying in Jabiru 0738. I’ve been getting to the airstrip early in the morning and starting flying at 0800 as the conditions tend to be a little more favourable at this time of day.

Once again we used 36L and I began left hand circuits. Using local landmarks and the

instruments, John showed me how to set up the aircraft for the various stages.

This lesson really highlighted the point I made earlier about coordinated flight with the Jabiru and how important it is to be at the right height and attitude when making the turns and lining up on final.

Turning onto base, I found I was too high and John simply said “Fix it”. I did this by reducing throttle and I was able to make the turn onto final at the right height.

It’s early days and I will always be learning. What I am happy about is that I am now occupying that left seat instead of merely looking skyward at others having all the fun. See you in the pilot’s lounge for cocktails and debriefing. 🍹

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SAFETY MATTERS



KATIE JENKINS National Safety Manager

Safety is paramount

AS outlined in *Sport Pilot* (February 2014), the Self-Administering Sport Aviation Organisations' (SASAO) section in CASA is currently taking a holistic approach to sport aviation safety. It wants sport aviation organisations to develop their own safety management systems in anticipation of the requirements expected to be included in CASR Part 149.

In the October 2011 issue of *Sport Pilot*, Steve Tizzard wrote an informative article about reporting incidents. Steve explained why it was important all incidents - big or small be reported. At the time, reporting was extremely low with, on average, one report once a year from one-in-six aircraft on the register.

I have only been with RA-Aus a short time, but it is evident pilots now have a more positive attitude to safety and recognise the importance that reporting contributes to improving safety for all members.

BENEFITS OF SMS

RA-Aus has begun implementing a very specific Safety Management System (SMS).

We want to add safety as a priority to RA-Aus' role in the self-regulation of its aircraft, members and maintenance.

The new SMS will give RA-Aus a systematic approach to safety, including organisational structures, accountabilities, policies and procedures. There are several common elements in an SMS, such as a management commitment to safety, appointment of key personnel, hazard identification and risk mitigation, investigations and auditing, and performance monitoring.

An ATSB study (XR-2011-002) in 2012 found that by incorporating an SMS into high risk transport industries, it is possible to significantly reduce accidents and improve safety. With management commitment and effective communications it is also possible to influence attitudes; and if there is an appropriate investment and commitment to an SMS, it should deliver a positive return on safety within an organisation.

HOW DOES IT AFFECT YOU?

The RA-Aus SMS draft states that via the safety reporting system, it is possible to identify those underlying situations and conditions with the potential to endanger the safety of aircraft operations. Even with minor issues, a greater level of reporting will allow RA-Aus to monitor the safety performance of the organisation and identify developing trends.

I have been made aware members sometimes decide not to report hazards or incidents because of a fear investigative action will be taken against them. The SMS manual clearly states that during the safety management process there is no focus solely on the active failures, because they are not the root cause of the event. It attempts instead to address the actual factors which contributed to the incident or hazard.

My own position was created to ensure this assessment would be independent of Operations. By developing an open and mature reporting culture, the SMS is meant to increase reporting and provide a more meaningful basis for conducting trend analysis and research.

To do this, every segment and level of RA-Aus must become part of a safety culture which promotes and practices risk reduction. Safety management is based on the premise that there will always be hazards and human errors. Our SMS will establish processes to improve communication about these risks and take action to minimise them to improve the overall level of safety.

HOW CAN YOU BE INVOLVED?

By reporting all identified hazards, risks, accidents and incidents you will help RA-Aus develop a safety culture second to none. If you are in doubt about

whether or not to report a hazard, report it anyway, because over-reporting helps provide a more meaningful basis for conducting trend analysis.

I have no doubt the journey over the next six months implementing the SMS will be a challenging one. It's not a system which will be incorporated overnight, but one which will be ongoing and forever adapting to the changing environment within RA-Aus and sport aviation. The draft SMS Manual clearly states there will need to be on-going development and improvement of the SMS over time. The final draft of the SMS Manual was due to be forwarded to CASA for review by the end of February. Once accepted by CASA it will be signed off by the Accountable Manager for RA-Aus (Mark Clayton) and released as a final document to all members through the Organisation's website and hardcopy distribution.

REGIONAL SAFETY OFFICERS (RSO)

In order to promote and assist in the risk assessments and SMS implementation, RA-Aus will recruit and train Regional Safety Officers (RSO) who will assist the Safety Manager to monitor and assess risks and hazards. These members will be required to hold an RA-Aus Senior Instructor rating or higher approval and be a financial member of RA-Aus. Additionally, in order to provide appropriate representation to RA-Aus members, location will also be a consideration. Once the RSOs are identified and trained, members will be advised of their local RSO via the website and magazine and all members will be encouraged to report safety concerns directly to these RSOs, a CFI or the Safety Manager.

The RSO duties and responsibilities will include:

- reporting to the Safety Manager (SM), the RSO will assist in promoting a safety culture and conduct assessments on reported hazards to highlight potential risks to members when conducting RA-Aus activities;
- conduct safety inspections if requested by the Safety Manager;
- conduct risk assessments of reported (non-fatal) incidents and accidents;
- providing safety advice to the SM, safety committee (SC), FTFs, members, staff and contractors;
- liaise with FTFs subcontractors to ensure their compliance with HSE requirements;
- promoting safety awareness and a positive safety culture;
- analyse and report A&I findings to RA-Aus members;
- conduct risk treatment plans of reported safety occurrences to recommend risk mitigation measures;
- review all work practices and procedures for continuous improvement;
- assist third parties in assessment of task risks and hazards and determine methods to manage the hazards in order to prevent incidents, injury and damage.

The Operations and Technical Managers may also make RSO recommendations for people who do not fulfil the requirements. The Safety Manager invites expressions of interest from people interested in fulfilling these roles. Further information can be obtained by contacting the Safety Manager on safety@raa.asn.au.



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DON'T GIVE UP

by Mark Wharton

YOU might know the saying – ‘You know what you want and when you can’t find it you give up’.

I’m glad I didn’t. I always wanted to own and fly a powered parachute and it has been over a decade since I started trying to find the right aircraft for me – one I considered was safe. I looked at all the models imported into Australia and I couldn’t settle on one I would be satisfied with. I made enquiries on the training requirements for each of them and was put off because they were often expensive and the training required quite lengthy.

Eventually I gave up and put it down to experience.

But I am glad I didn’t give up permanently.

I retired about three years ago and my wife, Maree and I spend a lot of time touring Australia and Asia. Because we were away nine months last year, I decided to catch up on mates and their families who I started work with some 40 odd years ago.

I came across a mate in Portarlington in Victoria, Leighton Hamblin, who I hadn’t seen since 1973. Leighton took great joy showing me his renovated bus and trailer. On his trailer was a spot for his 4x4 and a closed-in section in the front which turned out to be the spot where he stores an Aerochute when he travels.



I immediately jumped to conclusions and told him my earlier experience researching powered parachutes – including my verdict they were not safe enough for me.

But Leighton, who is also a GA pilot, revealed to me that Aerochutes can't spin or stall. He immediately had my undivided attention and I asked lots of questions. My interest had been renewed. He put me in contact with Steve Conte at Aerochute.

I am a retired aeronautical engineer, so I really wanted to know about the safety record and the aerodynamics of the machine. I met Steve at the factory and I was very impressed with the standards and layout there.

He explained how he builds the Aerochute dual and the Hummerchute – more than 550 machines in his 23 years with the company.

Steve also put my mind to rest about safety – “No one who has flown in an Aerochute has been killed or suffered a serious injury”.

I was essentially sold at that point.

The only stumbling block left was Maree – she is scared of heights. Steve took both of us for a TIF and we were stoked – even Maree.

At that point we explained to Steve we would continue with our holiday in our caravan and think it over.

We left Melbourne and had almost got to Sydney one morning when we looked at each other and agreed – we needed an Aerochute.

We rang Steve, ordered the Hummerchute and headed back to Melbourne for training.

Steve and his senior instructor, John Dunn, had me up in the air for about 2.5 hours on day one. The next morning, I did even more hours until the moment Steve said “Mark, you can go on your own now”.

“Crikey”, I said. “Oh well, here goes nothing”.

I took off in Steve's Hummerchute, did a few laps above the airstrip and landed without incident. I was stoked, big smiles and lots of handshakes from Steve and John.

After nine days I sat and passed my final assessment, not bad for an old bugger. I found Steve and his team very professional, safe and very helpful at all times. The staff at the factory were also excellent and the quality of the service outstanding.

We are back in our caravan travelling Australia. We were due to pick up my new Hummerchute early in the new year. We've decided to sell our Landcruiser and buy a 4x4 truck, so we can travel with the Hummerchute, boat, motor bike and caravan.

We are going to have a ball. 🍀



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Steve took both of us for a TIF and we were stoked



MOTIONS FOR SPECIAL RESOLUTIONS FOR THE GENERAL MEETING To be held on 19 April 2014

At the 2013 Annual General Meeting some of the Special Resolutions that were carried were interconnected with some of the Special Resolutions that were not carried. This has led to some unintended consequences which need to be rectified to guarantee the integrity of our Constitution.

Special Resolution 1

This motion recognises the fact that the Secretary is in a mainly oversight role rather than fully “hands-on”. RA-Aus employs staff to do the bulk of the “hands-on” work that Rule 14B currently requires the Secretary, personally, to do. With this amendment, the Secretary’s role becomes more one of ensuring systems are in place that will give reasonable assurance that all Secretarial responsibilities will be met.

This amendment will also ensure that Members will have access to Annual Reports in sufficient time prior to the Annual General Meeting so that they can come to the AGM better informed. This should reduce the time required to hold the AGM.

That **Rule 14B Secretary** be amended by the deletion of all words and the substitution of the following words:

14B. Secretary

The Secretary shall

- (i) ensure that all secretarial functions of the Association are performed and that a proper record of the affairs of the Association is maintained, including all correspondence, meeting minutes, Members Register and other papers.
- (ii) ensure all Board Resolutions are published within 7 days in the Members Only Section of the RA-Aus website with the report to include how each Board Member voted and the Resolution summarised only where that is essential to protect reasonable confidentiality
- (iii) at the direction of the Board, conduct a plebiscite of the Members in respect of a matter of policy, and the result of such plebiscite shall be binding on the Board, subject to the right of the Board to act contrary to the result of a plebiscite in the case of an emergency only
- (iv) ensure that once received, the annual reports of the President, Secretary and Treasurer and the audited Annual Financial Statements are provided to the Members in accordance with Rule 21.

Proposed by

(D Ramsay 026026)

Seconded by

(A Marcel 024248)

Special Resolution 2

Currently, by the time Members get the official Notice of Meeting for the Annual General Meeting, it is too late to submit any business to the Secretary for consideration at the AGM.

This amendment will ensure that Members receive a request from the Secretary for items of business from Members for inclusion on the Agenda for the AGM.

That all of the words of Rule **21 Annual General Meeting – holding** of be deleted and replaced with the following words:

21 Annual General Meeting – Convening

- (i) The Board shall set the date for the Annual General Meeting to be held no later than five months after the end of the Association’s Financial Year.
- (ii) The Secretary shall cause to be sent to each Member two months before the date set for the Annual General Meeting a notice specifying the venue, date and time of the Annual General Meeting, the order of business, and a request for any motions to be placed on the Agenda for the Meeting.
- (iii) Formal Notice of the Annual General Meeting is to be issued by the Secretary in accordance with Rule 24.

Proposed by

(D Ramsay 026026)

Seconded by

(A Marcel 024248)

Special Resolution 3

At the moment, our Constitution is silent on when the Annual Financial Statements are to be made available to Members. Rule 15 requires the Treasurer to “Ensure that the Board approved and audited full-year financial statements are published to the members in accordance with Rule 21.” However, Rule 21 makes no mention as to when the Annual Financial Statements are to be published to the Members.

This amendment sets the minimum time before the AGM for publication of the Annual Financial Statements to Members. It will ensure that Members are given the opportunity to carefully consider the Annual Financial Statements, the President’s and the Secretary’s Reports before the AGM. This will save time at the AGM as the Reports could be “taken as read” and, following questions and answers, an informed vote could take place on the reports.

That sub-paragraph (iv) as below be added to Rule 21 Annual General Meeting – Convening:

21 Annual General Meeting – Convening

(iv) At least 21 days before the date fixed for the holding of the Annual General Meeting, the Secretary shall cause to be sent to each Member a notice specifying the Agenda for the Meeting together with the Board approved and audited Annual Financial Statements and the Annual Reports of the President, Secretary and Treasurer.

Proposed by **Seconded by**
 (D Ramsay 026026) (P Bugg 005223)

Special Resolution 4

At the 2013 AGM, an amendment was passed that enabled Postal Voting. However, the antiquated ACT Incorporated Associations Act does not allow postal voting. So, we now need to eliminate Postal Voting from our Constitution so that we stay in synch with the decrepit ACT legislation.

It is worth noting that appointing the Chair of any Meeting as your Proxy and directing that person how to vote has the same effect as a postal vote would have had but is just a bit more cumbersome.

That **Rule 30 Appointment of proxies** be amended by the deletion of Sub-paragraph (iii) and that the related Appendix C also be deleted.

Proposed by **Seconded by**
 (D Ramsay 026026) (D Isaacs 025205)

Special Resolution 5

Rule 37 Service of Notices was amended in 2013 to allow Notices to be sent to Members by email. Previously they could only be sent by pre-paid post. **Rule 24 Notice** does not allow for email requiring notices to be sent by “pre-paid post”. Rule 24 needs to be amended to bring it into line with Rule 37 and to avoid any possible confusion.

That in **Rule 24 Notice** (i) the words “to be sent by pre-paid post to each Member at the Member’s address appearing in the Register of Members” be deleted.

And,

That in **Rule 24 Notice** (ii) the words “in the manner provided in sub-rule (i),” be deleted.

Proposed by **Seconded by**
 (D Ramsay 026026) (C Richards 015700)

Special Resolution 6

The title of **Rule 22** is currently “Annual general meeting - calling” whereas Rule 22 actually sets out the Order of Business and nominates who shall chair the AGM. Thus Rule 22 actually relates to holding the AGM not calling the AGM which is in fact governed by Rule 21.

That the heading of **Rule 22 Annual general meetings – calling** be amended to read:

“22. Annual General Meetings – Conduct”

Proposed by **Seconded by**
 (D Ramsay 026026) (C Richards 015700)

Special Resolution 7

We currently have no provision in our Constitution for the appointment of Acting Executive members. As Board members are volunteers and may need to travel as a part of their business or even for a holiday it can mean an important Executive post is not filled for an extended period of time.

Allowing the Board to legally install an acting Executive member, for a defined period of time, will assist RA-Aus to function efficiently. As each of the Executive members has defined roles any appointment will need to be a formal one. Any non-Constitutional appointment of an Executive member may leave us legally exposed (as any decision of the appointed person could be legally challenged) so a change is required.

That **Rule 11 Powers of the Board** be amended by the addition of the following sub-paragraph:

(viii) Where a member of the Executive is not available to perform their Executive function for a period of more than 14 days the Executive Member shall advise the Board of their expected absence. A ballot of the Board will then be held to select a temporary replacement for the period of absence.

Proposed by **Seconded by**
 (R Birrell 000035) (J Tatlock 021911)

members' market

2671 JABIRU SP 500/6 19-3717



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3276 AIRBORNE MICROLIGHT XT



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Rotax 912 80hp. DUC bipala prop. Slats fitted. Has extra instruments and new MGL trans and coms system fitted. King transponder. wheel spats. Fully maintained and never had an accident. Ideal aircraft for low hours pilot. Always hangared. \$45,000 Situated at Mandurah, contact Garth at garth.lb@bigpond.com or 0409 599 845.

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3317 SONEX

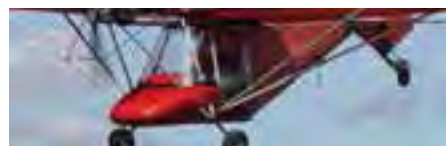


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3425 JABIRU



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3428 JABIRU J230C



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Engine Type: Common Engine
Excess: \$5,000
No Claims Bonus: 3 Years
Pilots: Over 100 Hours
Cover: Full Flight Risks
Use: Private Pleasure Business
No Training

Premium including all charges:
\$651.45 *

SAMPLE (2)
HULL & TOP UP LIABILITY

Insured Name: Romeo Alpha
Location: NSW
Aircraft: Jabiru J170
Sum Insured: \$60,000
Engine Type: Common Engine
Liability Top Up: \$1Million
Excess: \$5,000
No Claims Bonus: 3 Years
Pilots: Over 100 Hours
Cover: Full Flight Risk
Use: Private Pleasure Business
No Training

Premium including all charges:
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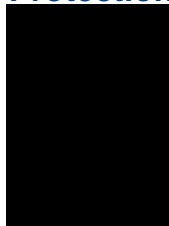


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3514 SONEX TD & HANGAR

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3531 JABIRU POWERED BOORABEE MK 2



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Solid lifter motor -250 hours still in plane -always run Amsoil synthetic oil-complete installation kit (air box, cht egt -sweetapple 58d 48p propeller etc). This is a good motor, only selling to upgrade to larger motor. Phone John 0409 308 232 for more details. \$7000.00

3551 JABIRU 230D



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rotors & pads, MLG wheel bearings, many spares. \$92,500 incl GST, 0419555726

3552 JABIRU J230-D 24-5490



Factory built 2008, Airframe & engine 94hrs, Maintained every 25hrs, Nil accidents, Analogue instruments, Icom IC-200 radio, Garmin GTZ-320a transponder, Booster seats, Sensenich prop, Garmin 295 GPS. Always hangared & runs great. Contact Kevin: 02 4283 2671 or 0408 427 458 Email: kaybee@exemail.com.au \$85,000

3554 THATCHER CX4



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3561 AUSFLIGHT DRIFTER W/B CERTIFIED



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3564 RANS S12S SUPER AIRAILE



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Carbon Cub SS by Cubcrafters Inc, 100 hours, ready to fly away. 180 hp, optioned up, you will never get one at this price again. Tough, Safe, Powerful, and most off all FUN. Come and fly the most exciting cub ever, Tyabb Victoria. Call 0414 444 971 WWW. cubaircraftaustralia.com.au \$230,000

3581 EVEKTOR SPORTSTAR 2004

"Dimples" Certified aircraft not LSA, 24-3978, TT 1100 hours. 912 ULS 100hp, Kaspar In-flight adjustable prop, Adjustable rudder pedals, MP3 plug, Garmin 196, Tru Trak ADI, Bendix King Radio and Transponder, intercom, cabin covers, Aircraft tyres, Koger sunshade, 105kt cruise, excellent condition, SLIGHT hail damage. \$62,000 Ross 0412 484 279

3582 JABIRU 230 D 2007

190 hours, Factory Built, 24-5221 Private use, excellent condition, transponder, vertical compass, FS- 450 Fuel Flow, Garmin 296 , MP3 plug, External power socket, Always hangered, regular maintenance, recent new battery, 10 ply mains tyres, Spats included but not fitted. clean, faultless. Bargain Price \$72,000 Ross 0412 484 279

3600 TEXAN 600 FLYSYNTHESIS



Dec 2007,TT:850Hrs 2000TBO,excellent condition,LAME maintained,fully optioned with Garmin SL40 comm,Garmin GTX327 transponder,Trutrak ADI3 artificial horizon,Trio Avionics 2 axis autopilot coupled to Garmin 695 GPSMAP,ballistic parachute,Rotax 912ULS 100Hp,100l fuel,cruise speed 115Knots,carb heat,electric trim,toe brakes,wheel spat,wings and tail strobe,nav light,noise cancelling headsets,canopy cover,hangered at Tyabb,Vic. \$109,000 Ph:Luc 0417371871

3603 AIRBORNE XT TUNDRA 912 S3



2008, 199 hrs *Always hangered *Excellent condition *Skydat GX2 *Two helmets/headsets *Microair transceiver *Tall windscreen *Maintenance log *Reg. 26/03/14 *Extras incl: *Custom heavy duty trailer *Heavy duty

covers *All cross-country bags *Training bars** \$44,000. Test flight avail. w/qualified instructor. Contact Geoff 0409913858.

3606 FOR SALE SONERI PROJECT



Complete set of plans & photos,...compass, altimeter,ASI,Garmin GPS, lcom radio with VOR, Gas Colator, Flight timer, balance ball, Fuselage

constructed comes with fabric, glue to complete plane. Aeropower 80hp engine, two props & spinners . all bolts,nuts,and rivets. all that's required is assembly.Contact:Barry on baajrowell@gmail.com or 0418659900 Price: \$13000.00

3614 SLEPCEV STORCH



Slepcev Storch 19-3094 ,private use only 200 hrs , Rotax 912A , Bolly prop , Microair 760 vhf , gme TX 3200 uhf .Plumbed for l/r fuel . excellent condition . Always hangered. Suit property owner or short field operator. Contact Peter 0427958229 \$57500.00

3621 KR2 ALMOST COMPLETE PROJECT



Registration lapsed KR2 99% complete. Needs new prop, new / repaired engine cowlings, redrive reassembly (all parts included), odd jobs and paint. Subaru ea81, flaps, tricycle u/c easily re-converted to tailwheel. Includes fitted intercom and older style GPS. Lapsed licence forces sale. \$10,950 ono. Martin 0419 333 525

3627 PRIVATE AIRFIELD



600m private airstrip, Murrumbateman area, 20 mins Canberra, highway access, 12 x 12m hangar, OCTA. House 5 bed, 3 bath, tennis court, 4 car garaging, established gardens. 40ac income producing property, currently running 70 prime lamb ewes. Shearing, machinery, hay, workshop sheds, large cool room, 2 stables. \$1.3m. Phone 0402413126.

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LoweFlight.com
Robin Lowe 0417 237 285

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Email: info@horshamaviation.com.au

3641 CESSNA 182 NOSE GEAR COMPLETE

COMPLETE NOSEWHEEL ASSEMBLY FOR C182. Removed to convert above aircraft to floatplane. ONLY 24 HRS TT after overhaul, with new piston, fork and strut. CONTROL CABLES - (replaced with Stainless Steel) - all serviceable. STRUT FAIRINGS (2 good, 2 fair). GIVEAWAY PRICE. \$1,800 ONO FOR THE LOT. (07) 55242144 gwsb@yahoo.com

3645 FLIGHTSTAR IISC

Must sell brand new, never flown Flightstar IISC, put together with excellent attention to detail. Will part with it for less than the cost of the kit. Plane completed with a fully enclosed cabin, dual controls, custom carpet interior, Falcon instruments, in-flight

trim, brakes and mylar coverings. Call 0412506242 Price: \$27,000

3648 SKYDART MK III

Rotax 447, 150hrs TBO. Great little aircraft for low hours pilot. Lots of fun. Sound skins, new tail feathers, all round in good condition. All instruments, ICOM radio. Reliable and ready to fly. \$6,500 ono. Hangared North Queensland. Can be dismantled for transport. Contact Volker at volkerschwerdfeger@gmail.com

3650 JABIRU J200B

Avalon winner 2007. Best overall recreational aircraft. Excellent condition always hangared. TT 435hrs. Serviced every 25hrs. Microair radio, Garmin 296 and 95 GPS. Low fuel light, heater, 2 strobes, manual flaps. Nil accidents. Reduced to \$69000 ONO. Phone: Bevan 0428 536 338 Email: bevanlane@bigpond.com

3651 ALPI PIONEER 300

Factory built. Rotax 912 100HP Engine, with electric Variable Pitch Propeller and retractable undercar-

riage. Fitted with Pioneer "Super Wing. Comprehensive avionics systems fully factory installed. Nil accidents. Hangared since new, meticulously serviced. Deceased estate. \$110,000. Michael Bartlett, 0408 719742, mikes560@hotmail.com.

3658 SAVANNAH VG

Savannah VG, 100HP rotax, 250 hrs TTIS, Large main wheels, ext baggage, long range fuel tanks, Warpdrive prop, Odyssey battery, GPS, VHF and UHF. Great little aircraft. \$52000. Ph 0746232645

3660 JABIRU J160-C

Immaculate condition factory built october 2006, 560 TT engine and airframe. Well equipped Dynon D10A, Microair transponder and radio, PCAS, Trio autopilot, Garmin 3, cabin covers and more Always hangared, regular maintenance and nil accidents. One owner Jabiru and never used for training. S.A. \$55,000 incl GST. theo@graftedvines.com.au 0418 805204.

3662 CLASSIC SAVANNAH VG AIRFRAME KIT

Classic Savannah VG Airframe Kit. New, complete and still in box - has not been unpacked. Extra wing tanks. \$25,000 0419 215 514

3664 CORBY STARLET

A real pilots aeroplane, must go to make room for 2 seater RV4. Sweetapple prop, Jab 2.2 replaced 1.6 original. Stitts paint, Vertex radio plus headset. Easy 100 kts cruise and low engine temps. Good climb rate. Always hangared and no damage. Ian Borg 0749750209, 355yen@tpg.com.au Price: \$20000

3666 PILOTS PARADISE FOR SALE

FOR SALE Marian Qld 4753 25klms to Mackay HOUSE ON 60 ACRES with private airstrip. 4 bedrooms plus study. 7.5 x 9m 3 bay colourbond shed and 12 x 18m shed. Solar hot water system and solar power grid. Private air strip at back of house, fully fenced pastures for cattle. PH: 4954 3929/0447 591 105. Price: \$1,200,000.00

3668 SIGMATEK DIRECTIONAL GYRO VACUUM

I have a new sigmatek 4000B-30 directional gyro

sitting in its foam packaged box. This is ideal for someone who wants a new directional vacuum control instrument to replace a faulty one or is working on a project. Asking price of \$600 is well below cost, contact carl 0431800348

3671 JABIRU SK

L2 built & maintained. Serviced 25 hrly. GA instrumentation. TT 636 hrs engine hrs 164 always hangared, big foot wheels & spats, 65 ltr tank, 95/100 kts 12/15 ltrs/hr. Nil accidents, in excellent condition. Phone: 07 4939 8431 Rob \$30,000 ONO

3672 JABIRU J430

4seater OR register 2seater RAA. Upgraded engine- latest plenum, oil relief manifolds (no oil between changes) 6 CHT6EGTs Fuel flow. 1mag&1e electronic ignition, Irdium plugs, K&N filter. Carbon ground adj. prop. Cummins spinner. Dynamically balanced. Strobe Landing Light. 10 ply tyres. D180EFIS, ICom A210 radio GTX327 transponder. PM501 intercon Aera500gps Trio Auto Pilot Althold Climb Descend. ZAON anticollision. Always hangared inland. \$88000.00. Gerard 0267213029 its181@hotmail.com

3674 VIKING ENGINE 110HP HONDA JAZZ

New Viking Aircraft Engine Inline 4, Liquid cooling multi-point fuel injection, 110hp @ 5,800 (2,500 prop) Torque (lb-ft @ rpm) 247 @ 4,800, 81kg with dual FADEC, dual fuel pumps, Viking Bus & Warp Drive Prop included. phone Jon Gooding 0412091487

jgooding@chw.net.au \$17990

3676 ZODIAC 601 XLB PROJECT

Fuselage built 80%; tail feathers on; Jabiru 3300 installed; instruments 80% installed; one wing 70%. Complete airframe including XLB wing mod. New engine not yet started. Nothing to buy to finish. \$30,000 all up. 0427 115225. didja@skymesh.com.au

3683 DRIFTER

Drifter 25-319, Wire Brace, 582 Blue head, Icom, headsets, Good Skins, Well maintained, Flies well, Front and Rear instrumentation, cheap entry level flying, always hangared, \$12,900 or nearest offer Phone Mark 0418 114 546

MEMBERS' MARKET

3686 CESSNA 120



Cessna 120, 24-8085, 2 seat, Cont 100hp, engine to run approx. 1300hrs, dual coms, transponder, VFR instruments, always hangared, cruise 95kt @ 20lph, Avgas/Mogas, 45kg luggage, 4 point harness, 100 hourly due 07/14, int/ext very good. Suitable for training, Located East Gippsland, \$50000. ono Phone David 0419 503 157

3687 ROTEC FUEL BODY

Fuel mixture controller.as new,complete with regulator and mixture control cable.Suit jabiru or similar Phone 0418439620 Price: \$550

3691 RPL? CESSNA 150M



Certified, proven GA aircraft, 1976, VFR, TT4630, Cont.O-200 ETR1700, 21lt/hr, McCauley PTR1500, fresh 100hr, all AD's, 2PTT/intercom, Garmin 296 in panel, KT76aTxp, MX300 Nav/Com, VOR, strobes, never damaged, always hangared, priv use only, Int & Ext 9/10, flies beaut, great recreational aircraft for RPL, \$49000 ono, Ph 0418719318

3693 ROTAX 912 ULS

2008, hrs2000, #5650196, \$6500. Flying school sportstar, engine still in a/c, LAME maintained, good power and coms. Rohan 0419646833 schneider4570@gmail.com

3695 QUADCITY CHALLENGER II SPECIAL



Eng/airframe 230hrs; Rotax 503; refurbished prop; wings current removed due to lack of hanger space. Created ready for transport on reasonable sized trailer. Has not flown since 2007 \$10,500 no reasonable offer refused. Grahame 0429 995 649

3696 AERO VW

Aero vw forsale \$2500 400hr in corby starlet Twin mag twin spark heads carby heat prop and spinner Contact matt 0439812282

3703 PARTNERS WANTED - TECNAM TAIL DRAGGER

I am seeking three partners for a group ownership purchase of a TECNAM P92TD. Based in the S.E Qld - attractive rates to group members. Available for training - by experienced TW instructors. Sharecost envisaged \$35,000.00 - \$40,000.00. Further information call 0468333443 or 0412882639 or by email at elsewhere@optusnet.com.au

3704 CORBY STARLET



Corby Starlet TT 130Hrs. Jabiru 2200 86HP measured on dyno. First Flight Nov. 2010. Built and maintained by L2. Always hangared and covered. Your reasonable offer. Must sell Ph 0451517910 or 0352755372

3707 XT912 TUNDRA STREAK III WING + TRAILER



Airborne Microlight 2010 XT912 Tundra Streak III. High windscreens, training bars, heavy-duty covers, engine cover, all logbooks (186 hours TT airframe engine and wing), Microair M760 dual comms radio, Microair transponder (value \$2,880), two helmets and two headsets, always hangared. Location: Wollongong. \$46,000. Trailer also available separately. Matthew, 0403138525, m.tomlinson@dunelm.org.uk

3709 NEW HOUSE AND HANGAR - TEMORA NSW



Council maintained airpark, 3 runways, taxiway to hangar. 18.5m x 13m hangar, power, lighting. New brick veneer home fully serviced set in beautiful park surroundings. Four bedrooms, ensuite, modern kitchen with separate butler's pantry. Ducted heating/cooling. Great community, wonderful life style, don't wait. \$580,000 inc GST phone 0419 389 311

3712 EDGE RED BACK

Edge Red Back in excellent condition with many extras, call Gerald on 0439883433 Price: \$14000

3714 HELICOPTER ROTOR-WAY EXEC



Helicopter Rotor-Way Exec TT101 hours 2 crew, upgrades Empty weight 442 kg Useful load 238 kg Max.takeoff 680 kg Powerplant 150 hp Performance speed: 100 knots Cruise speed:82 knots Range 180 mi Endurance: 2 hr Service ceiling: 5,000 ft hover ceiling,Rate of climb: 1,000 ft/min Price: \$55000 John libertyandassociates@gmail.com 0435802035

3715 HOT AIR BALLOON (RAVEN)



Hot Air Balloon (Raven) Complete with new Honda inflator Fan Flight Gages, 3 Alloy Gas tanks, log books, good basket and envelope. \$9,500 ... Liberty Alliance libertyandassociates@gmail.com 0435802035

3717 FK 14B2 POLARIS



FK-14 POLARIS. 24-8065. \$132,800. LSA. 80hrs. Perfect. Delivered April 2012. NATFLY winner 2013 Best Factory Built. 100HP Rotax. DUC prop. Dynon 100/120. Garmin 695, AP-74, Microair VHF, Transponder. BRS. Full covers. Digital Stratos Headphones. 5 hrs 130kts cruise, stall 39 kts@ 544kg. Bacchus Marsh VIC. 0419136069. Email xtopher@bigpond.net.au

3718 AIRBORNE XTC-582



2006 WITH CRUZE WING TT 100 hrs, EXCELLENT CONDITION, MICROAIR 760 VHF RADIO, XL, L and S HELMETS, LYNX INTERCOM/HEADSETS, CUSTOM COVERS, LIC TRAILER, FULL SERVICE HISTORY, \$25,000ono, Located in Perth WA, Contact Steve on 0419916032 or email Lchop11@gmail.com

3719 AIRBORNE TRIKE

Edge X 582 Classic,over \$22,000 spent new streak 2B wing brand new complete blue head rotax motor, new bolly prop, high windscreens, helmets [1 new]. Flying suits, radio, stone-guard many extras. All receipts log books, rego RA-Aus.Heavy duty trailer, selling for health reasons. Contact: Ron 03 5499 8277 Price: \$19,000

3721 SONERAI 2 L

100 hours taildragger 19-4485 aeropower 2100 twin bings 4 to 1 exhaust 120 kts @ 12ltrs hr \$35,000 ONO or swap with drifter kit fox light wing or similar cash adj. Contact Roly 0400 594 886 Yarragon Vic.

3722 SKYFOX CA22



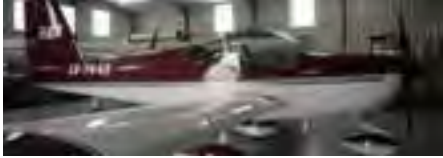
First Skyfox on the Australian register.Completely rebuilt aeropower engine 65HP.Crank shaft reground,big end, mains and camshaft,4 new conrods,new rings and valves ground,new valve guides,5 new coils,new diaphragm ,new left brake cylinder, replaced voltage rectifier.Reason for sale lack of use.Price to sell \$30,000 ONO Contact Oliver - 0413 785 265

3725 JABIRU J250



Jabiru J250, great aircraft, 10/10 in & out, only 80hrs TTIS. \$69k as is where is (YHML) with spares. 0407804503

3726 VANS RV 12



Vans RV12, 70,000 price reduced NO OFFERS. As seen in October Sport Pilot. Rotax 912 100HP. 40 hours, TT engine and airframe. Icon flip-flop, transponder, steam gauges. You cannot build it for the asking price. Ring Brian 0755462251

3727 DECEASED ESTATE. (WESTERN AUSTRALIA)

Deceased Estate. (Western Australia) Almost completed Taylor Monoplane including new VW engine (cost \$6,500.00). Plus instruments, propeller and most equipment to finish building. \$12,000.00 ono. Ph: 08 9419 3408 Email: chittychittybang@bigpond.com

3728 LIGHTWING GR912S SPORT



Nose wheeled, 550hrs TT, Rotax 912s 100hp, Flaps, Icom A200 VHF radio, Electric turn coordinator, GPS (basic non aviation type, large screen), 3 blade Brolga prop. \$42000 including delivery. Contact Gareth Lloyd on 0402845244 or blue_sky@live.com.au

3730 SAVANNAH VG



Rotax 912 100hp 290 hrs both carb heat, cabin heat, 140 lt fuel, tundra tyres, strobes, GPS Airmap Xcom VHF headsets road trailer nil accident Corrosion proof. Hanger @ Sandfly Hobart with power water solar or delivery by professional pilot. pics available \$49900.00 aircraft, 19900.00 hanger 0414934750

3731 GARMIN 695 & 2X DC H10-13.4 HEADSETS

Garmin 695 \$1,000, new in box, carry case, dash mount & leg strap, all accessories ready 2 fly. (RRP \$2,000). David Clark H10-13.4 headsets and carry bags x2 @ \$300 for both or \$170 each in new condition. (RRP \$ 300 each). Not flying. Contact Julio 0404074311 / giulioleschi@bigpond.com

3734 TECNAM SIERRA P2002JF



This aircraft is in exceptional condition and has been refurbished from ground up 60hrs ago. Engine upgraded to 2000hrs. All ADs up to date including 5yr all rubber replacement. Full GA panel with 2 radios

and (1 dual watch) 2 GP's and transponder. \$75,000 Phone Mike on 0408 203362

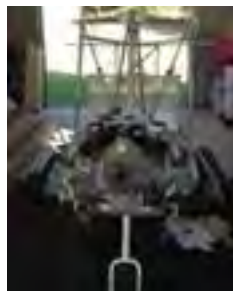
3735 NORTHERN RIVERS NSW.

Northern Rivers NSW. Property 228 acres. 700m airstrip. Hangar, workshop, all usual farm facilities. Runs 50 breeders. Suit retiree, club, group ownership etc. Dual river frontage. Asking \$640,000. For further details, photos etc 0427 115225.

3736 DELIVERY PILOT

DELIVERY PILOT Do you need your RAA or GA aircraft delivered anywhere in Australia? 18000 hr retired professional pilot and RAA aircraft owner , available, best rate going, just need to keep busy. Recent deliveries to NT, QLD, Tasmania, and Northern NSW. Ring Gus on 0414934750

3737 FOR SALE NYNJA AIRCRAFT KIT WITH 912ULS



it! Build Log at 10/2012 at www.markjamesallen.com \$50,000 Negotiable. Email marka@mark-jamesallen.com.

Brisbane Area -- 1/5th Completed Kit - Nynja Aircraft. --Comes with Brand New Engine, Complete and Full Instrument Set, Radio, Transponder, Fuel Tank, plus all parts that have been purchased. This is for SERIOUS people who would like to purchase

3738 REVO 912 MINT CONDITION



\$85,000 plus GST plus USA freight. Custom built 7 metre internal trailer package price \$99,500. gary@eldering.net.au Mobile 0411550280

Magnificent Red Revo, 100HP Rotax, electric trim, Enigma colour display, every conceivable extra, strobe/Nav lights, 3 wheel disc brakes, Flycom full face helmets with intercom, email for comprehensive features list. Replacement cost

3739 HANGAR FOR RENT

Goolwa, South Australia 18m+18m with all services 3 phase power, water, toilet etc Easy access to runways and facilities. Phone John 0420884022

3742 AIRBORNE OUTBACK 582



Airborne Outback 582. Streak 1 and Wizard III wings included. Engine fully overhauled with 30 hrs. Travel gear/covers/training bars. Helmets/headsets/intercom. Unregistered \$10,000 Phone 0408 064 682

3746 JODEL D18 ULTRALIGHT AIRCRAFT

Jodel D18 Sovereign Subaru EA81 engine. 132 hours engine/airframe. Like new, always hangared. Warp Drive 3 bladed ground adjustable prop, 6" balloon tyres. Comprehensive instrument panel including sat-nav. Currently hangared Gulgong, NSW. Owner of 88 years has moved and requires this aircraft to be sold. Price \$24,950 negotiable. Ph. 0429348230

3749 AIRCRAFT ALUMINIUM, ZENITH PLANS, PARTS



Aircraft aluminum 6061-T6, Chrome moly, parts, tools, plans. Bruno Wright 0408966181 Price: \$1800

3751 HANGER RENTAL

New 18 x 14.5 meter hanger on Rylstone Airpark. All metal hanger with skylights, painted floor, solar lights, insulation. Available February 2014. Rear bay \$44 per week-Front bay at \$49 per week plus outgoings of \$10 per week . Contact 02-9622-1916

3753 SPEEDY PROPELLER

Speedy Wooden Propeller, suit Rand KR2 53x42. May suit any 2L VW engine. Cruise Propeller, good condition, approx. 50 hours TIS \$480 Contact Des 0438 622 680

3757 SYNDICATE SHARE AVAILABLE



4th share available, in a Tecnam P2004, hangared in a quiet airfield in SE qld. Need to be a safe & concientious pilot who will observe the spirit of the syndicates objective. Contact: Geoff Norwood 07 54967499 Price: \$25000

3759 REVMASER ENGINE

2100 cc. Revmaster VW. The engine is disassembled and consists of mostly new components with many used but serviceable items as well. Too much to list here so if you contact me I can supply full details. Dean 08 87331235 Price: \$4500

3761 JABIRU J230D SYNDICATE



Warnervale-based syndicate has a vacancy for a fourth partner. Factory-built in late 2009 with 365TT; equipped with transponder and Garmin 495GPS. Just finished 100-hourly service; excellent condition. Quarter share \$20,000. Contact Jack 0407 241 783, Thomas 02 4751 5507 or email jacobite2723@gmail.com

3764 JABIRU, LSA 55 J3



Jabiru LSA 55/3J, 55-3540, 2.2Lt solid lifter, Factory built, Reg'd until July 2014. TTIS 1679hrs, 263hrs since Top-end overhaul by L2. Standard Jabiru instruments, New 501 intercom, Up-graded Microair 760 UHF Microair T2000 Transponder, Odyssey battery Anderson jump start plug, Oil-air separator, Jabiru made Cold Start Ignition. All manuals, records. Hangared and covered. Price to sell \$36,000 Phone Charles -03 58252223 A/H Shepparton Area

MEMBERS' MARKET

3765 HANGER WANTED

Hanger wanted, Sunshine coast area, Caloundra, Caboolture, maroochydore, Gympie, Kilcoy. pay up to \$200,000 for a good investment proposition. Also LSA Taildrager, wanted, factory built suit training school. Michael Call Australia (07) 54510165 mobile 0415 623380 or Singapore 65 98934562 email mjgilsenan747@yahoo.com.sg

3770 JABIRU SP500 SIX 120BHP- \$39,900



19-3435 has a new 120 bhp 187 hour engine. This comfortable good looking pocket rocket has superb 2 pack paint finish. Five hour safe 135litre wing tanks + five litre header tank. Cruise 115 kts @ 21ip. Fly's hands off, full panel with A/H. Condition report completed. Photo's available. 0423 377 771 jondevine01@gmail.com Perth.

3772 STING S3 LSA



TTIS 770hrs engine 570 hrs Excellent condition a

dream to fly at 110-115kn with a near new Sensenich ground adjustable prop, full set of round gauges including ADI, Zoon traffic alert, Garman 496 GPS, GTX 327 Mode C transponder, SL40 com and Greenline EMS. Based at YBNS. \$83000 neg Phone Mark on 029 390 131

3775 AEROCHUTE DUAL \$9250



Bargain at \$9250 Includes enclosed trailer. 503 DCDI 107 hrs. VGC Selling due to ill health. Extras incl steering sticks, front brake, headsets, solo weight, seated pull start, Agents manuals and students package, maintenance history, gauges etc. Reluctant

sale. Phone Ian 07 40937490 Cairns Qld.

3776 SAPPHIRE



Sapphire 19 3594. 385 hours, 447 Rotex, 3 stage flaps, spats, Microair radio, new paint job, enclosed cockpit, 9 LPH, cruise 80 knots, 60 litre wing tanks. Always hangered.; currently hangered at Bendigo Victoria. \$16,000. Phone Ron 0414594022.

3777 EUROPA AIRCRAFT

Unfinished kit. Forced sale due to divorce settlement. Original classic design with tri gear conversion kit. Fin, rudder, tailplanes, anti-servo/trimtab, tailplane assembly, mass balance assembly, spars are completed. The fuel tank and cockpit module including flying controls is bonded to the fuselage. See www.europa-aircraft.com for specs. \$19,000 ono jeplayer@iprimus.com.au Mob:0408985203

3779 JABIRU J120



Jabiru J120 factory built in 2008. 841hrs TT, maintained by Level 2 and always hangered. 100kt cruise at 15 l/hr, latest camshaft fitted, develops lots of power. A great little aeroplane. For more information call Phil during business hours on 03 5389 1541. \$45,000.

3780 JABIRU J230-D



Jabiru J230-D multi purpose Glider Tug plane. Factory built in 2007 with glider towing option fitted. 761hrs

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TT, maintained by Level 2 and always hangared. A proven performer. For more information call Phil during business hours on 03 5389 1541. \$69,000.

3781 STREAK SHADOW



Streak Shadow TT950Hrs. rebuilt Jabaru 2200, Radio, GPS, Two Axis electric trim, Navman Fuel Flow, VSI. Engine Monitor. Nil Accidents. Easy to fly. Rego August 2014. \$22,000.00. Dave 0402 107 927 (shift-worker) Full details "tp21.net" Available- custom built enclosed trailer. \$3000.00. Both Together \$24,000.00.

3782 X-AIR 602T



Rotax 582 blue head motor. 3 blade brolga prop. 50 ltr fuel tank. Xcom radio/intercom, 2 head sets. Built 2006, registered until 13.11.14. 215 hours TT. Hangared in Colac, Victoria on private 300m strip. Excellent short field performance, easy to fly. \$19,000. Contact Rod, 0417 573 048.

3783 FLYING INSTRUCTOR

Narrogin Flying Club WA seeks the services of a RAAus CFI or Senior Instructor to conduct training using the club aircraft (J160). Narrogin has excellent facilities and conditions for training. Potential CFI or SIs are also encouraged to apply. Please contact Don at <president@narroginflyingclub.org.au> or on 0417 979 611

3784 TERRIER 200



TERRIER 200 Beautifully presented fibreglass wing Terrier. Additional features include: Strathomaster digital dash, 196 GPS, Microair radio, Strobe and landing light. Bolly carbon fibre 3 blade propeller. Eng. Subaru EA-81 100hp. Registered 19-3927 in W.A. Second aircraft and no longer required, needs new home. \$48,500 Contact Gary 0407214412, Dennis 0428844001

3785 ZODIAC 601 HDS



\$35,000 Economical 16 L/hr at 95 kts. High manoeuvrability +/- 6 G. Easy to fly and land. Loads of space with 2x25 L wing lockers and room behind the cockpit. 66 L fuel capacity, Rotax 912 UL, 400 hrs TT. Good visibility. Always hangared, Echuca Vic. Ph 0412151225

3786 JABIRU SP470



Jabiru SP470 Reg 19-3739. 550 hrs Engine and AF. Full height rudder fitted. Wheel Spats included. Reluctant sale. Asking \$35k. Please phone Eddie for more information on 0401006506 or Email eddiemar2133@gmail.com

3787 TERRIER 100



Terrier 100 19-3509 480 hours on 100 hp Subaru EA81 engine and airframe. Standard instruments, Garman 196 GPS, Microair radio/ intercom and always hangared. Good condition and is hangared at Woodstock near Townsville QLD. \$45,000 Ph. John 0410857103.

3788 JABIRU J160D



Always hangared, exterior decals, strobe, dual caliper brakes, landing light, adjustable rudder pedals, D10A EFIS, Avmap GPS, 2 x ASI, ALT, VSI, VHF Radio, Transponder. A1 condition. All AD's and Service Bulletins complete. Nil accidents. With Annual inspection. As new condition. \$67,500 Contact Lorraine 0419307768 or Email edgeaviation@yahoo.com

3789 JABIRU 230D



Exceptional condition. One owner. Private use only. Factory built. Meticulously maintained by owner, LAME and Level 3. Always hangared. Nil accidents or incidents. TT380 hours engine and airframe. Option 2 panel. VHF, Transponder, Garmin 296. Located Townsville area. \$79000. John 0414947530.

3790 AIRBOURNE XT912 TUNDRA SST WING



Airborne Microlight 2009 XT912 Tundra, Rotax 80hp 4 stoke engine, SST wing, Rear disc brakes, Microair M760 radio, Training bars, Landing light, Bar mitts, High windscreens, Fibreglass engine cover, Log books, 7" Samsung Tab

with Oziexplorer & maps, All manuals, HGFA registered, 394 hrs, Includes head sets not

helmets, Always hangared, Awesome trike to fly in excellent condition. Dixons Creek Victoria. \$37,000. Phone Steve 0419 879 340

3791 SV AIRCRAFT

2 seater. Kim Beazley, whilst Federal Minister for Transport, flew in it 1983 & Director of Aviation flew in it 1982. Wings and controls complete, which alone would cost over \$10,000 to build. 2 BMW 100HP engines. Propeller, pulleys and belt for reduction gear. Photos and full details by email: evansheadavia-tion@bigpond.com Best offers over \$6,000 Delivery EvansHead NSW

3792 JABIRU

Jabiru LSA 55/2K, 55-0660, 2.2lt Factory built, Reg'd until Oct 2014. Part of a deceased estate, was privately owned and well maintained (always hangared) This would be a great startup project for someone wanting to complete their own build. all reasonable offers will be viewed. Wayne, 0418709038

3793 DRIFTER 503



Dual Control, Extended Pod. Raised Windscreens, Alt, ASI, CHT, EGT, Garmin 12 Gps, Hour, Intercom, Headsets, Icom Vhf, Uniden Uhf, New seat Covers, Well maintained, 670 Hrs on Air Frame, 420Hrs Engine, Always Hangared in great condition. \$14,500.00 south east Qld. ph 0418 977555

3795 JABIRU UL6



Tidy aircraft being sold on behalf of friend giving the sport away for health reasons. Registration lapsed. Instruments include AH, Microair radio and GPS. Built in 2000, TT 260 hrs. Price \$30,000 very negotiable. Must sell. Email Arthur at a.marcel@optusnet.com.au

3796 JABIRU J120



Factory built March 2011, TT 80 hrs, always hangared, standard instruments, elec flaps, Garmin 500, PLB 406 GME, Headsets, Pilot 6'2, 95kg easy fit. Immaculate presentation. \$49,000. Call Simon - 0411 833804.

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3801 JABIRU J200



Jabiru J200 Rego 19-4013 TTIS 430hrs One owner excellent condition, Always Hangared, L2 maintained and serviced, with nil accident history Basic VFR Panel, in panel Garmin 196 GPS, JPI Fuel scan, Micro-Air radio and transponder, inc. 2x headsets Must sell \$49500 ono Email kwmagray@bigpond.com

3802 LIFESTYLE PROPERTY



SPECIAL LIFESTYLE PROPERTY This picturesque 600 acre (243 ha) property offers outstanding uninterrupted panoramic views making it a perfect location to build your dream home. Property includes a 20m x 15m

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3803 TRIKE TRAILER



Trike trailer - Lockable tilting trailer with wing carrier, one person operational, internal jerry can holders(2) and cupboard for storage. A simple, easy way to store and transport a Microlight. Registered until September 2014. \$4000.00. Other photos available, phone Alex on 0409458148

3805 AIRBORNE REDBACK TUNDRA

Airborne Redback Tundra for sale. Two seat microlight. Only 132 hours total, excellent condition. Rotax 503 Engine. Wizard wing 132 hours. Radio, intercom,

dual headsets and helmets, 2 flying suits, stone guard, saddle bags. Comes complete with purpose built trailer and Pumpkin Patch cover. All manuals. \$12750 ono. Phone 0487340554

3806 JABIRU 230D



2007 J230 D, 24-5245 , TT 443 hours , Nil accidents , excellent condition, Dynon D10 EFIS plus analogue instruments, Garmin 296 colour GPS, VHF and UHF radio, transponder, New cylinder heads fitted by Jabiru, Spats included but not fitted. Price \$69,000 Scott 0418 779 586

3807 SPIRIT KIT



WAC Spirit Quick Build Kit. All metal work completed by factory. Already Factory Painted. Requires engine/prop, wiring, upholstery and instruments. Has engine mount for Rotax 912/914. Adjustable seats, Twin stick, Electric Flaps. Stall 31Kts Cruise 100Kts. Design weight 750Kg. 135L fuel. Get flying soon. \$46,000. Ph. 0418157044 More pictures online.

3808 QUICKIE Q2 LOOKING FOR HOME

Quickie Q2 needs home. Built about 2000, owner stripped top side paint after last flight in 2006 and contracted cancer, passing in 2013. Plane is complete except missing the tail section. New prop and also has trailer. Contact Maurice on mozzieb@ispdr.net.au.

3809 GAZELLE AND TRAILER



Standard 1997 Gazelle, custom built registered trailer, 75kts at 14L/hr. Fits in my shed, soft seats, docile aircraft, spares, GPS Garmin 12XL, rotax 1170 hours -years to run, more info and photos etc Paul 08 8849 2060,m0417 492 065 \$38k Curandero@aussiebb.com.au S.A. can deliver.

3810 JABIRU J170

J170 hydraulic lifter engine, 355 hrs TT, elec flaps, elec T&B, fuel flow meter, 135L wing tanks, Lowrance GPS plus standard instruments, 10 ply tyres, 2 pak aerothane paint and new Jabiru fibreglass scimitar prop. All in ex cond. \$53K obo For photos please call Tom on 0428562020 or email thomas.odonnell@olamnet.com

3811 SONERAI 2L



Sonerai 2L 28-3043 113 hours on air frame, 59

hours on engine and prop, neat and tidy plane, always hangared, Rotec carby, 4 into 1 exhaust , rv7 tail wheel 80hp Great Plains engine, \$42000 John 0422285404

3812 HEADSET DAVE CLARK H10-30

Headset classic David Clark H10-30 As new in carry case, used less than ten times, cost \$500, selling as I have upgraded to Lightspeed bluetooth, asking \$300 ono. Contact Terry on 0418770646 or telclark@hotmail.com

3813 FISHER FP 606



3813 Fisher FP 606 Category: 3 Axis (UL) Build Year: 2004 Total Hours: 100 Engine Hours: 101 Rego: 19-3861 Price: \$6800 Posted: 25 Jan 2014, 1 seat, Rotax 503- 50hp., 100hrs. Immaculate condition, always hangared, photo build history. \$6800.00 ono, Northern Tasmania, Contact: Jon at jonank@live.com.au or 0457526984

3816 FOR SALE KR-2SX(EXTENDED)



KR-2SX W/S 8m, 1m wide cockpit, steerable nosewheel, Matco Hyd.brakes & wheels+ p/brake, Subaru EA81 Stratus type conv, dual Bing carbs, dual spark, Amax PSRU, 3 blade 72" warp drive grnd adjprop, 70ltr3 tanks, Mgl Flight2 primary flightinst, T30 digtacho +10 dial gauges, skidball, compass elect. flaps & elev. trim, King KX175B com/nav. fly or use it for parts for new ACFT. \$15k ONO Harry 0249971500 2ddharry@virginbroadband.com.au

3817 WAC SPIRIT



New all metal WAC Spirit ELSA 100Hp Rotax, Bolly Prop, Adjustable Leather Seats, 10in Dynon Sky View, with 2 axis Auto Pilot, Vertical Power Electronic C/B's. STOL Performance with 100Kt Cruise. 750Kg Structural MTOW. Large cabin and luggage area, great visibility. Lovely to fly. Price \$115,000. Ph0418157044. File Photo.

3818 SABRE KP2U



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3819 CLEARANCE SALE

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3824 LIGHTWING G A 55.

Lightwing G A 55 Aeropower. T T 522hrs Engine & Airframe. Fresh 500hrly completed. (as per RAA requirements). Always hangered. Nil accidents. Registered until July 2014. Located Serpentine W A. Perfect presentation. Regretful sale. Phone John 0418841932 0895939828. \$25000-00.

3825 RV3-B

RV3B 3B Wing A/F 223 hours - electric flaps & trim Lycoming O-360 engine -3 blade catto prop -160 knots cruise @ 2350 rpm TOTAL PERFORMANCE phone 0409875926 keneyearsrv4@bigpond.com

3826 JABIRU FOR SALE

JABIRU J230C 2006, White. Factory TT 327 hrs, good condition. Garmen GPS, transponder & VHF \$69, 000 Hanger - Insulated 12m X 12m at Gawler SA, \$40, 000. Contact Robert 0408831888

3828 IVOPROP PROPELLOR

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25

years ago

by Mark Clayton



THE March 1989 cover photograph featured Fairlight Aviation's Doug Chipman taking the Federation's Canberra Head Office staff for an early-morning Drifter joyflight which was particularly appropriate, given that the first A.C.T. elections were also held that month.

A half-page announcement heralded the "1st Official AUF National Ultralight Fly-In" to be at Mangalore that same month. Both the Editorial and Letters in the March 1989 magazine issue were uncharacteristically restrained. An editorial footnote to one of the Accident Reports did, however, cite "one prominent figure within the ultralight organisation" as having stated on television that "We already have the right to kill ourselves. Please don't take that away from us."

It was reported - from the preceding Federal Council Meeting - that AUF Technical Bulletins would thereafter be separated from the *Operations Manual*, combined, then renamed the *AUF Technical Manual*. Members also learned that there had been eight applications received for the Operations Manager (previously Operations Officer) vacancy and that the Federation was continuing to discuss with the Authority (i.e. C.A.A.) a possible lifting of the 300ft height restriction.

Readers were forewarned they had just a matter of weeks in which to comment on a proposed amendment to CAO 95.10 which, if approved by the Executive, would then give aircraft owners just another two months in which to comply with mandatory seat belt tests.

This was the month also when the Authority suspended one of the Federation's CFLs for landing an unregistered aircraft (without a Permit-to-Fly), within five nautical miles of an instrument-approach procedure airfield - while also carrying a passenger.

What didn't make the magazine's pages that month was the very acrimonious spat between the Federation's Executive, and membership, over the alleged sacking of the North Queensland region's Area Safety Officer.

Thankfully though these last events have all long since been forgotten, eclipsed by a concurrent development of far greater moment. No, not the *Exxon Valdez* oil spill (March 24, 1989), or the announcement - the day before - that University of Utah scientists had achieved cold fusion. Instead, it was on March 14, 1989 that Tim Berners-Lee produced his proposal which subsequently became the blueprint for the World Wide Web. 🌐

BOOK REVIEW

Two Up

Authors: Ron and Jim Smith

Publication date: January 16, 2014 **Publisher:** UP Publications
<http://www.uppublications.ltd.uk>

TWO Up is a light-hearted aviation memoir written by identical twin brothers, Ron and Jim Smith. Ron and Jim are both pilots and aeronautical engineers and have been aviation enthusiasts since their schooldays.

The book is a series of 23 illustrated anecdotes, many of which describe experiences that would today be difficult to repeat, such as picking mushrooms in the middle of Heathrow. It covers aviation experiences from:

- crewing balloons;
- winning the Dawn to Dusk Trophy;
- gliding;
- seaplane operations;
- touring US airshows in a mixed formation of four Mitchells and four Mustangs; and
- visiting the Russian and Polish helicopter industry in 1992, just after the Berlin Wall came down.

There is even a tale 'I can manage the signature' that could only ever have happened to a pair of identical twins.

Jim has worked for the UK Ministry of Defence, including a period in the British Embassy in Washington, DC and is currently in a senior management position in the Australian Defence Science and Technology Organisation.

Ron has worked at Westland Helicopters (where he was Head of Future Projects) and British Aerospace / BAE Systems. He has chaired the Royal Aeronautical Society Rotorcraft Committee and is a current member of



the RAeS Historical Group Committee. Both twins are Fellows of the Royal Aeronautical Society.

If you are thinking about writing an aviation based book, you should first see how the Smith boys have done it here. Because they have set the bar quite high. It's not your word heavy list of stories with few diagrams or photos jammed in at the edges. Unlike most aviation based books of memoirs, here the photos take precedence and the layout is fresh and appealing. It's a delight to look at as well as read. 📖

WHERE IS CAGIT?

Current location is at Royal Aero Club, Western Australia JANDAKOT

S32 30.505 E115 49.957

S32 05.764 E115 51.763

Holder: James Murphy Email: murphyjuk@hotmail.com



25%

Percentage of population afraid of flying

Source: aboutphobias.com

5%

percentage of the world's population who have actually been in an aeroplane

Source: *Amazing Aviation Facts*

55m

Distance required to get a Savannah S off the ground

Source: *Savannah*



Knee Board

Suitable for tablets. The Aviator's Choice Knee Board XL is one of the high quality iPad covers made in Europe. Made from leather. Folds out to stow tablet-pc, maps, flight documents, medical, licence and credit cards. Brown and black.

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Sheepskin seat covers

The Rocky Mountain Sheepskin Company in the US is a big buyer of Australian merino sheepskins which they turn into high quality aircraft seat covers. They claim it makes a long journey much easier to handle if you have a bad back. Rocky Mountain also does any size of aircraft seat. They have most on file already but are happy to measure up a new one for your particular aircraft size.

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OFF THE SHELF



Garmin GTN Trainer

The Garmin GTN 650 / 750 Trainer allows you to experience the pilot interface and provide an on-the-ground environment to learn the basic operation of the avionics. It's only got US terrain maps, but it does allow you to train like it's a real Garmin 650 or 750. It has simulated touch and drag interface – allows you to interact with the system, graphically edit flight plans using the mouse cursor; allows you to view detailed airport information on the moving map; allows you to view US published approach charts and simulates traffic targets and GDL 69 XM weather data.

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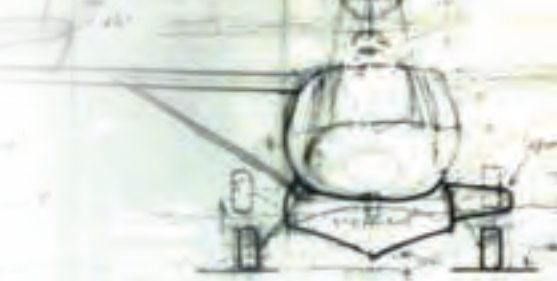


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PILOT NOTES



Jabiru SP 500

Engine: Jabiru 3300, 468hrs ttis.

While on cruise the engine started to vibrate and after about five seconds, failed completely. The pilot turned towards an airfield and attempted to restart the engine but it was locked solid.

The pilot then contacted another aircraft and advised the pilot he was attempting to glide to an airstrip known to both of them, but on realising he would be unable to reach the strip, he elected to land on a dirt track. The aircraft touched down then rolled through a cattle grid, sustaining major damage as it did so. The pilot exited the aircraft uninjured. The failure appears to have been due to a broken crankshaft.

CubCrafters CC11-100 LSA

Airframe: 1676hrs ttis.

Throttle control was lost while the aircraft was on cruise causing the engine power to slowly reduce to idle. The pilot elected to land in a paddock and the landing was uneventful.

Inspection revealed that the locking mechanism on the throttle cable had slipped. The fitting was subsequently modified and fitted to all models of the aircraft.

Terrier T200

Airframe: 276hrs ttis.

The aircraft was completing its third circuit and was allowed to slow after landing before lowering the nose wheel. As it touched the runway, the free castoring nose wheel assembly sheared off and the aircraft came to rest at the edge of the strip with damage to its propeller, lower cowl and radiator.

Discolouration of the metal around the failure point suggested the component may have suffered fatigue and subsequent cracking prior to the incident.

Airborne XT 912

Engine: Rotax 912 UL, 100hrs ttis.

At an altitude of about 100ft on climb out after a touch and go, the engine spluttered and lost power momentarily. The pilot immediately lowered the nose but the engine regained power so he attempted to regain straight and level flight and land normally. The aircraft touched down heavily and sustained substantial damage. Both the pilot and passenger suffered moderate bruising and lacerations.

Jabiru J230

Conditions: Moderate crosswind and turbulence.

Pilot experience: 472hrs, 65 on type.

As he approached the airfield the pilot could see there was a considerable crosswind

component on the runway in use. The aircraft flared high and landed heavily, damaging the propeller and nose wheel. The pilot was uninjured.

Airborne Edge X

Conditions: Light wind, moderate turbulence.

Pilot experience: 40hrs, all on type.

The aircraft encountered sink on late final and the pilot applied power in an attempt to arrest the descent. The aircraft then landed long and ran through a fence at the end of the runway.

It sustained damage to its control bar, front bar and keel while the pilot suffered sprains and bruising to his legs.

Hughes Lightwing Gr 912

Airframe: 2570hrs.

While in flight the passenger door opened slightly, caught on the bottom latch and then slammed shut, breaking the top front hinge. The door remained attached by the rear hinge and latch with the front corner inside the cabin. The passenger held the door in position while an uneventful landing was carried out. The aircraft sustained only minor damage and the door had the front hinge torn off, the back hinge bent and various cracks and separation in the fibreglass panels.

Savannah VG

Airframe: 435hrs ttis.

As the aircraft touched down it began to veer to the left. The pilot attempted to correct it using opposite rudder but the pedal went straight to the floor and the aircraft turned hard left, flipped over and came to rest on its nose. The aircraft sustained extensive damage to its propeller, wings and fuselage, including a broken windscreen caused by a GPS which dislodged and penetrated the screen. The pilot was not injured.

Subsequent examination revealed the right hand rudder pedal had a broken mounting bolt which rendered it inoperative.

Aerochute Hummerchute

Conditions: Light wind and turbulence.

As the aircraft left the ground the pilot noticed the parachute had not inflated correctly. As he attempted to correct the situation, the aircraft veered off line and began heading towards a fence line and a tree. In order to clear the tree, the aircraft was turned away from it toward another high fence. It hit the top of the fence and brushed a power line with the parachute before landing in a paddock on the other side of the fence. The pilot and passenger suffered bruising and abrasions while the aircraft was substantially damaged.

Bantam B22J

Conditions: Light wind and turbulence.

Airframe: 110hrs ttis.

The aircraft had been used for training throughout the day and had just completed half an hour of touch and goes. As it touched down on the main wheels, with the nose wheel still off the ground, the axle failed. Subsequent inspection showed the axle was very rusty internally and showed evidence of having been bent and straightened previously.

Thruster T300

Engine: Rotax 582, 295hrs ttis.

While the pilot was preparing the aircraft for a cross country flight he noticed the fuel pressure gauge was not reading. The fuel lines had been renewed previously and there was evidence of an air lock in the line. An extended engine run-up was carried out, followed by a circuit, but there was still no reading from the fuel pressure gauge. Assistance was sought from a local maintenance organisation and after successfully purging the lines and cleaning the gauge the aircraft departed on the first leg of the flight.

The aircraft was refuelled at the first stop on the route and then flew uneventfully to the second stop where it was refuelled using Avgas, the first time this fuel had been used in the engine. After a short flight to another strip, where two touch and goes were carried out, the aircraft flew to yet another strip and performed a touch and go before setting course for the final destination.

Part way along this leg, the engine experienced a sudden loss of power which was corrected by the application of full throttle for a short time. Thinking the power loss may have been caused by him inadvertently bumping the throttle, the pilot continued towards his final destination. As he transmitted his ETA for the circuit area at his destination airfield, the engine failed completely. After conducting trouble checks an engine restart was attempted, but was not successful, so an uneventful forced landing was carried out in a paddock. After notifying authorities, the pilot walked to the airfield where he was given much appreciated assistance by the airfield owners. The aircraft was subsequently transported to the airfield on a trailer, reassembled and had its fuel system cleaned again. Several circuits were then carried out without incident. The problem is suspected to have been caused by an air leak in one of the fuel lines, which was replaced.

HAPPY LANDINGS

Two solos at Moree by Fred Nolan


JOSH McGregor completed his first solo flight on December 1, 2013.

Despite somewhat demanding weather and with crosswinds on Runway 01, he completed his 10 minute solo trip with ease.

When I told him he was about to go into the wild blue alone, his reply was "Are you sure?"

The first solo is a pilot's most memorable event and is often remembered with a mixture of pleasure (after you land) and terror (before you take-off).

Josh is the Operations Manager at McGregor Goulay Agricultural Services and plans to use his Pilot's Certificate in his work. His ambition is to continue training to obtain his GA Pilot Licence in order to fly larger and more sophisticated aircraft.

His father, Ian McGregor, is also a GA PPL pilot. 




BRAD Donald is an agronomist for B&W Rural at Moree.

He went solo on December 3, 2013 off runway 19 at Moree in perfect conditions and flew a perfect circuit and landing.

When I told Brad he was about to fly solo (after about an hour of intensive revision including many emergency simulations), he shook my hand with a look which suggested I would be the last person he was going to see.

His landing was copy book. Could not have done better myself.

Brad will use his Pilot Certificate in his agronomic advisory role. Part of his job is developing a new aerial Infrared imaging operation, including the deployment of drone aircraft for crop surveillance and management. Brad has experience flying in the company Cessna 182RG, which helped him to go solo in the minimum number of flight hours. He intends to continue on to his full Private Pilot's Licence. 



Got an aviation moment you'd love to share? Your kids or maybe your club get together? Send a photo as a jpeg attachment and a short explanation to editor@sportpilot.net.au

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