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>> Cover Photo: Peter McLean at Yarrawonga, blasts off into the sky in the Tanarg 912s 100hp BioniX 13 microlight aircraft. Photo: Air Creation.



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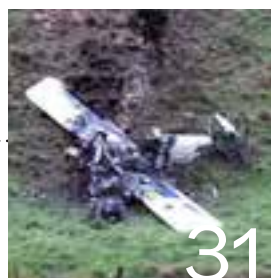
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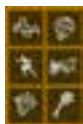
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WESTERN AUSTRALIA

VACANT

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President's Report

ED HERRING



Back to basics with a twist

WHEN I put my hand up in 2011 for a Board position in RA-Aus, I never for a moment thought I would ever be President of the organisation. I simply thought I could make a difference at a time when the organisation's difficulties seemed obvious.

I am here to tell you that because I believe in the fundamentals of our organisation and affordable aviation for all, and although I am time poor, I have reluctantly agreed to fill the role until the September Board Meeting at which time I will be happy to be judged.

To tell you there is a lot to do would be a gross understatement. You are well aware of the work load we face. There has been some positive work done already and I thank Immediate Past President, Steve Runciman, for his tireless endeavours. I will be working very closely with our GM and together we will strive for positive outcomes.

Priority must be to look after our membership needs as number one. That's what a membership organisation should always focus on. Someone once said 'you can't please all the people all the time'. Impossible it may be, but we are giving it a go.

My intention is to go back to basics to support our GM in managing the business. We know what we need to do, but at the moment we do not have enough people for the tasks. There will continue to be a significant cost in staffing levels until we have the internet technology in place to

deal with items such as online registrations and membership renewals.

I am of the opinion that, in the past and still today, we rely on volunteers far too much and, as a consequence, we have not completed very important tasks. But we have also forgotten why we needed them done in the first place.

I consider myself to be an ordinary member in the first instance and a board member second. Therefore I share the same frustrations as everyone else.

 **Aviate,
navigate,
communicate**

My focus until the September Board meeting will be simple. We must have the fundamentals of operating the organisation clearly tasked in a timely manner. The Deed of Agreement with CASA, insurances and financial reporting are just some examples.


We will have the CRC promptly update the Constitution to facilitate our current needs, while incor-

porating a restructuring which is long overdue.

The Technical team is working very hard to have the registration issues streamlined and we still have a long way to go with that. I will not be happy until I see positive forward movement.

Given that I am now into a chair which seems to be plugged into a high voltage current, I am under no illusions that there are easy solutions. I am happy to be criticised for my shortcomings, but truth and honesty must prevail. Unsubstantiated innuendo harms only our organisation, because individuals come and go. It is the standards of our organisation's goals we have to meet and not individual egos.

Feel free to contact me as you wish. Please consider the words below each and every time you fly:

"Aviate, Navigate, Communicate: To a pilot in trouble, these three words can mean life or death. If you ignore the aviation, you won't have enough time to navigate or communicate before coming to a sudden stop. If you aviate, but fail to navigate, you end up landing at the wrong airport, and you get in some trouble, but at least you're alive and have an airplane, and communicating this won't do much to help you, especially if you're in the wrong country. If you succeed at both of these, and fail to communicate, then all you have is an angry voice in your ear." (Source Wikipedia) 



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17-18 Aug

Bowen Catalina Fly-In

Tourism Bowen, in conjunction with Bowen RSL, will hold the fly-in at Bowen Airport and at the old seaplane base on Bowen front beach foreshore. It will commemorate the loss of RAAF's Catalina A24-24 and 14 of its 16 crew members off Bowen. Event will include a memorial service, music, food, stalls and rides for the kids etc. For more information, www.bowencatalinamemorial.com.au or Bowen Visitor Information Centre 0747 864 222 email: info@tourismbowen.com.au

5-18 Sep

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Wings over Warwick

Queensland Recreational Aircraft Association, incorporating Warwick Aero Club (www.qraa.info) invites all pilots and enthusiasts to the annual fly-in at Warwick Aerodrome (YWCK). The strip is 1600m all bitumen with no landing fees (www.warwickaerodrome.com). Includes a display of classic cars, motorcycles and model aircraft. Food and drink available from 8am.

For more information Kelvin Hutchinson 0407 733 836, Phil Goyne 0417 761 584 or Graham Hawthorne 0427 377 603.

7 Sep



12-15 Sep

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28-29 Sept

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CALENDAR OF EVENTS



18-20 Oct

Broken Hill Aero Club Fly-In

The club's 75th anniversary celebration will be held in conjunction with the RFDS 85th anniversary. The aero club will provide aviators from all over Australia a unique outback cultural experience with a very distinct country aviation theme.

Hangar get together Friday 18. Saturday 19 static displays of modern and vintage aircraft, joyrides in an Extra 300, display of vintage Drovler, one of the first aircraft used by the Australian Aerial Medical Service. All funds to the Royal Flying Doctor Service. For more information, Bruce Nevill 0428 349 143 or bneville6@bigpond.com.

18-20 Oct

Tamworth Festival of Flight

Tamworth Aero Club is one of Australia's oldest. The site was used for training 600 pilots during WW2. The Festival is about celebrating that heritage and creating a future. For more information, Adele Mazoudier (02) 6761 5104, 0419 978 011 or tamworthaero@sctelco.net.au.

7-9 Nov

Catalina Festival

Australia's first seaplane convention will take place at Rathmines, Lake Macquarie ex-RAAF flying boat base on Thursday 7 and Friday 8, leading up to the 7th Catalina Festival on Saturday 9. Festival aims are a museum and hangar saluting the crews who served there during wartime. Last year's attendance was over 15,000. There will be bands, historic military vehicles, children's rides, a memorial fly past of seaplanes, flying displays, aerobatics and warbirds.

For more information, Malcolm Burns 0448 744 763 or mal.767@hotmail.com.



2 Mar

Busselton Aero Club Aerofest

Arrivals Saturday March 1 and Sunday March 2 - before 10am (preferred). Limited billets available. Saturday night BBQ. Big family day. Inspection of emergency services aircraft and helicopters, hangar displays, model aircraft, car club, food and drinks. YBLN is the gateway to the Margaret River wine region. For more information, Will Owen 0429 098 032, Ken Manton 0429 967 172 or ken.manton@bigpond.com.



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LETTERS TO THE EDITOR



Registrations – progress?

At the General Meeting held at Queanbeyan in February, the Board promised many things including improved communications with the members. At the meeting we were told by the Secretary they were making good progress on the aircraft registration backlog and that there were fewer than 100 aircraft grounded. On further questioning, he admitted it was more like 200. A few weeks later at NATFLY, we were told there were about 400 aircraft grounded. How can this be termed reliable, open and honest communication? How many are grounded now?

On the RA-Aus website, there is a table published as the Registrations Update, but it has no commentary about whether things are getting better or worse. To understand where we are with registrations we would need to be told:

How many aircraft are currently grounded?

In the past month, by what number did the backlog increase (or decrease)?

What is the typical waiting time for aircraft registrations to be processed once the owner has applied for the renewal?

When will the backlog be eliminated?

Let's explore the numbers.

Number of aircraft registration renewals processed since Nov 15th **1,345**

No. of days from 15 Nov 2012 to 27 May 2013 **193**

No. of aircraft processed in 365 days at this rate **2,544**

Approx no. of aircraft to be re-registered each year **3,500**

Approx no of aircraft in backlog & grounded at the end of a year **1,000**

Or:

No. of aircraft processed in week ending 24 May **48**

No. of aircraft processed in 52 weeks at this rate **2,496**

Approx no of aircraft in backlog & grounded at the end of a year **1,000**

We know the staff is working very hard and doing what can humanly be done with the resources it has. But after six months of the Board staring down this crisis, rather than being close to the end, the backlog must now be well over 700 and getting worse every week. And, we are not being told.

Also, the minutes of the Queanbeyan General Meeting and the NATFLY General Meeting still haven't been published in breach of Rule 25 (vi) of our constitution. The constitution's Rule

15 (iv) requires half year financial reports to be published within 30 days of the end of the half year - hasn't happened. The Board resolved in 2011 to publish minutes of Board meetings – anyone ever seen any?

Ed - These accounts were distributed with the June edition of Sport Pilot magazine

The answer to all this is that if you want more of the same, vote the same Board back in for another two years. Or you could learn something about the alternative candidates - invite them to your club for a discussion - then vote for a real change at the top. It really is time to do something different.

Don Ramsay

Enough is enough?

I was at Queanbeyan in February with a lot of other members for the GM when Steve Runciman told us he should and would continue as President. It cost a lot of members' money to hear this and many other equally empty statements from the Steve and Paul show. Members paid their own travel and accommodation costs. They paid those same costs for the Board members who were there. And they paid for the lawyer who advised the President at goodness knows what cost. And for what?

The hundred or so outstanding registration renewals we were told about was really closer to 400 and may now be as high as 600. The stated absence of any further known litigation risks now seems laughable.

The promises that the insurance renewal problems of the past would never be repeated have already proven to be false and we look like having to cop a 100% rise in PI premiums because the recommendations of an independent expert panel were rejected. There is an ongoing breach of reporting obligations and even the hopelessly flaccid Office of Regulatory Services will have to stand up and be counted sometime soon. Very large receipts have recently been revealed but don't seem to appear in the accounts. The committee's established by overwhelming resolution at the GM to review the constitution and organisational structure have collapsed for want of Executive support.

And on it goes. How many times should we accept all this before we say enough is enough!

Steve has gone (again). Paul must tender his resignation as Secretary. And the old guard has to take a big step back so we can elect some new faces to the Board and the Executive - people with management skills, as well as a love of the freedom of recreational flying - and give RA-Aus a last chance.

If we fail this time, it will be all over before the year's end. At least that's how I see it.

Karen Gurney

Why RA-Aus needs a smaller Board

One of the items being considered by the RA-Aus Constitutional Review Committee is the future size and shape of the RA-Aus Board. At present, RA-Aus has a thirteen member Board with each member elected for alternating biennial terms on a regional basis. This system is unsatisfactory for several reasons. Firstly, thirteen Board members is about six too many. Even though the positions are honorary, there are significant costs incurred by the association in travel and accommodation.

Effective decision making is also much more complex with thirteen members. Seven is the ideal number.

It is an odd number, so there is never a hung vote; it allows for a sufficient range of skill sets to be present, providing there is an effective skills-based election procedure; and a seven member board model is widely accepted in the business world as an appropriate and efficient size.

Secondly, the election of Board members on a regional basis is demonstrably inequitable. The democratic ideal is, of course, one vote of equal value per person, but in a geographically divided electorate this is virtually impossible to achieve. The discrepancies of the current arrangement are huge. The representation per member ratios in the smaller states of Tasmania and Northern Territory far outweigh the ratios in the states with high membership. Also, history has shown that the Board members in states with low membership numbers are often elected unopposed, therefore not having to demonstrate aptitude for the position.

Thirdly, in a fractured electorate, even one which might be more equitably divided by using, for instance, a postcode system, there is a reduced pool of skill sets available. This is because the electorate as a whole is unable to access the entire field of candidates. Members in any particular area are forced to select from the limited field of candidates residing in that area. If, as is likely, more than one of the better candidates resides in any one area, one or more of them is going to be eliminated regardless of how good they might be. This is clearly not in the interests of the association. We need to have the best available people on our Board, and any system that excludes them is not ideal.



Also, the view that local issues can only be properly represented in a regionally divided electorate ignores the primary purpose for the organisation's existence, which is to safely facilitate recreational aviation on a national basis. The situation is not directly analogous to federal politics where local members represent the concerns of their community at a national level. RA-Aus issues are mainly narrowly focussed and operational in nature, and while effective avenues are definitely required for regional input, the paramount concern is for talented and experienced Board members to oversee the efficient running of the association as a national body.

Clearly, we need to elect our Board members from a nationwide pool of candidates. Only then can we be sure we are selecting the best people from the best range of candidates. As well, such a voting process is, by definition, a system where every individual vote is of equal value. No other system is as democratic. Most importantly, however, such a system is the most efficient means of minimising the effects of cronyism. Rather, it is a system that maximises the chances of the most suitably qualified and experienced candidates being elected.

Finally, as was so clearly demonstrated by member input at the February General Meeting, there needs to be ways in which skilled ordinary members can have their expertise made use of at Board level. Transparent decision-making processes and timely promulgation of information to members are required to facilitate this.

Arthur Marcel

Call for a clean sweep

I am not one to launch letters of admonition to people in positions of responsibility, particularly those who have displayed in times past tireless effort and determination in pursuit of common goals.

I joined RA-Aus and learned to fly in 2002 and at that time became aware of the stalwarts of RA-Aus who had won and held the freedoms which we all hold dear - against the perceived constant dead hand of Big Brother CASA seeking to choke the life out of our valiant organisation.

In common with all members, I was very proud of the efficiency and success of our Executive and staff who flew our flag for us and made our organisation the envy of sister groups. I remember the concept of our being considered as the possible umbrella organisation to eventually cover private GA in the future.

Then, in November last year, I got an apologetic phone call from a genuinely concerned staffer advising me that my registration renewal, which I had lodged, had to be deferred until certain matters were sorted out. I later learned that the original documentation had been lost and that

I would have to go to the time and expense of compiling a new set, then join a queue to await re-registration. As a retired executive, my first thought was 'what happened to the backup?'

Then the dreadful truth began to emerge. We (RA-Aus was 'our' organisation) had failed not one, but four CASA audits. We had failed to meet CASA's requirements before the first audit and then managed to repeat the process until we failed to pass audit number four and our registration privileges were withdrawn. Nobody I knew had any inkling this had happened. What had happened to frank, honest and open communication with the members? In common with many other members, I had to cool my heels for an extended period until my registration was approved in late January.

There has been much detailed - and, I believe, very deservedly - critical evaluation of the Executive's performance in recent times. I will not add to this, it's all been said well by others more informed than I.

The buck has to stop with those responsible, but, instead there has appeared to develop a culture of denial and secrecy which seeks to justify and paper over the deficiencies in our management practices and responsibilities, at great cost to our membership and reputation.

I have concluded that we need a clean sweep, a breath of fresh air, a completely new Executive with proper management skills, aims and objectives and the unflinching determination to reinstate RA-Aus as the model organisation it once was. I believe this view is widely held by the informed in our organisation. Where we find these people is the question, but they do exist.

I believe the recent resignation of the President is a welcome first step, but it needs to be followed by similar action by those others involved.

I believe this is the single most important issue facing us today. All of us. Unless members see to it that a proactive and competent dedicated Executive, up to the more demanding requirements of today's regulatory environment, is put in place and supported by a Board which is not only kept fully informed, but heavily involved in all the areas of management processes and which constantly audits our own performance, we will stagger on and become more and more under the control of the regulator who must already seriously doubt our competence to run our own affairs.

I implore all members to carefully scrutinise the resume of each candidate for the upcoming Board elections and, in view of the seriousness of this issue, each candidate should include their position on it in their resume. If they do not, we should contact them directly and request it.

Then exercise your vote! If you just leave it to the other person, we may well get a Board and Executive we DON'T need.

Rex Wardell

The cost of flying

I remember reading an article a number of years ago about recreational aviation being a safe and affordable option to GA.

At the time, I was flying VH registered aircraft and, while it was enjoyable, it proved to be a financial strain to get in enough hours to stay up to scratch. So after some deliberation, I went to a school in Victoria (where I was living at the time) and took the plunge. To say it was fantastic would be an understatement. The school had been around for years, the instructors were professional in attitude and experience, and the aircraft were far newer than anything I'd flown before in GA. When I needed to relocate to south east Queensland for work, I knew I wanted to find a place to continue flying which operated in a similar way. So I sought the advice of my RA-Aus instructor.

He recommended a CFI he'd known for many years and someone to whom he had previously sent students.

Armed with this information, I contacted what I hoped would be my new second home, only to find out that because I already had a pilot certificate, I'd first have to join the club which runs the airfield as a full member.

I thought this was reasonable enough, until I found out the joining fee was \$600 and I'd have to pay \$400 in annual fees to hire a school aircraft (the club has none of its own). To make matters worse, if in the future I bought an aircraft, finding hangar space at the airfield wouldn't be an easy task. While the school and CFI at the airfield were exactly what I was looking for, I couldn't help thinking that \$1,000 pays for a lot of GA flying. Particularly because I was only planning on flying for an hour once a month for the next year or two until my new job settles down. I'm still in two minds about which way to go, but you've got to ask the question. Where's the affordability of recreational flying when you have to find \$1000 in club fees?

Name and address withheld until I've made up my mind.

Expensive Journey reaction

I have just read Barry Evans's letter (*Sport Pilot* May 2013) and I find his comments a bit offensive. Maybe he knows something I don't, but I am in a similar position to the original



writer (Expensive Journey, Letters to the Editor, *Sport Pilot* March 2013).

I took my introduction flight on September 5, 2011 and as of today, I have not yet flown solo - getting close but not there yet.

I am a male in my mid 50's, intelligent and I run my own business in international health products. But due to my business, I only have 1-2 hours a week for a lesson and if the weather is against me, I go backwards. In the past 12 months, I have had over 50 hours of booked lessons cancelled due to bad weather. I have also spent \$8,000 so far because I have to revisit lessons and sometimes start again. And yet I am slowly working through my frustrations with the whole process. Getting there, has it been easy? No, but enjoyable, yes.

When I started, I asked RA-Aus if there was anywhere I could go for an intense week or two to get my licence. No good advice was forthcoming. So as someone who did not know anything about flight schools, I just trusted what I was being offered.

I have just started flying again after a hectic three months off for business travelling around Australia, plus six weeks off at the end of last year due to travelling overseas for work.

So to say or imply the student is wrong is not right. You don't know what has happened. I know that the answer is constantly being able to do the lessons and sometimes as we get older, that is not always possible.

Articles annoy me when they are about students who do 16 to 20 hours and then whiz bang, they have a licence. It may be true, but I think we should have articles stating that the average training time of a 20 year old is not the same as same for someone my age.

But in saying all this, I do wish there was a school environment where I could go and do all my theory study and exams in the one spot. If it takes three days to do that, I would be there. To date, I have not located one in Australia.

Richard Jeffery

More on that journey

I feel compelled to put my experience of learning to fly at 60 years of age after reading the letters (Expensive Journey, *Sport Pilot* March and May).

I too, had similar experiences as 'Name withheld'.

I found my first young instructor (now flying with Qantas) to have a very articulate way of teaching. He gave me briefings before getting in to the aircraft each time. His personality was compatible and we had a similar sense of humour.

He then disappointed me by leaving and joining another flying school some distance away. My next instructor got me into the aircraft without a

briefing almost every time. Circuits and bumps, circuits and bumps! My first nav with him was aborted because the weather was so bad. He said at the end of the first leg "I think we should turn around and go back". Hadn't he checked the weather? After all, he was the CFI and had the benefit of local knowledge.

After some time, changing instructors and flying mainly in the same brand of aircraft, I realised I wasn't necessarily a dunderhead. I came to that conclusion after changing flying schools and changing aircraft. One instructor even put us into a genuine spin in an aircraft not certified for spinning.

Ultimately I found an instructor who straight away had me doing take-offs and landings from each end of the strip on a calm Sunday morning. We climbed to 300ft and turned back, over and over again. I think the count was thirteen in an hour. The next week I went solo.

By the way, he didn't tell me to do one circuit for my solo, so I took off for another go. On the radio I heard "Are you there Ian? I think you should make this one the last one".

If anyone contemplating learning to fly sought my opinion, I would recommend finding a school with docile aircraft. Secondly, if the instructor finds it difficult to present pre-flight briefings or worse still, no briefings, give him the flick.

You will be less anxious and possibly save thousands of dollars at the same time.

Ian Honey

And from Expensive Journey himself

Thank you for sending me the emails from really genuine people who wanted to help me.

My biggest problem remains I have no spare money and no spare time at the moment to fly.

Philip Smith took a lot of time trying to get me going again. Thank you also to Northern Rivers Aero Club for its offer, but sadly they are too far away and I still have no funds.

I would also like to say to Barry Evans (*Sport Pilot* May 2013). I am sorry you find my letter humorous. It has been far from funny for me.

All the money went on flying time, because I never attended ground school and yet still passed a lot of the exams easily by studying at home. And yes I had voiced my concern with my instructors. I have attended four different flying schools for various reasons often beyond my control.

And yes, I flew six different aircraft as originally stated, but of only two types, not six as you portray.

I don't know about you, but I can get into two cars of the same make and find they drive totally unlike one another.

I am really pleased you have been able to fly since 1961 and can do so for as little as \$30

an hour but it does help to own your own plane. And in 1961 you could get a driver's licence without even being able to drive. I doubt flying licences were as hard to get as they are today.

Perhaps I am an idiot for letting things go so far, but it was all new to me and I never thought I would ever get a chance to fly a light aircraft, let alone become a pilot.

Several instructors told me I was on the verge of going solo and yet it never happened. I couldn't force them to let me go, but thinking I was so close, why would I believe I had made a wrong choice? And I never met another student to talk it over with.

What has intestinal fortitude got to do with my wish to remain anonymous (obviously some people know who I am anyway). I didn't give names or places only because the companies I went to are still training people and they are running a business the same as me. Bad press travels faster than good, as we all know, and I have no wish to rock the boat for them.

If I come into money tomorrow one of the first things I will do is finish my licence. Unfortunately, unlike you, I can't find a school where I can fly for \$30 an hour.

I obviously do take blame upon myself for not achieving my goal, I hate to be beaten. I am not embarrassed because I know if I could afford to carry on, I would eventually get there, probably at my fifth different flying school. So continue enjoying your flying, Barry. To think, you have been doing it as long as I have been alive.

Doing it the hard way Anonymously 🙏

Something to say?

DON'T hold it in and give yourself a headache. Share it with the members and get it off your chest.

Maybe it's you and your completely reasonable opinion about the world of recreational aviation that no one else will listen to.

Email editor@sportpilot.net.au and have your say.

(By the way - the Editor reserves the right to edit Letters to the Editor to shorten them to fit the space available or in case of libel. We don't want your completely reasonable opinion to land you in court.)

CASA will not allow us to sit on our hands and think about it any longer

Treasurer's resignation

MYLES Breikreutz has resigned as RA-Aus Treasurer and South Queensland board member.

Myles has decided not to contest the upcoming election in order to allow other members the opportunity of representing the region. Board members were invited to nominate for the vacant Treasurer position (nominations closed 5 p.m. EST Friday, June 7).

But it won't be the last we see of Myles. President, Ed Herring, has asked him to take on a newly established position as Safety / Training / Compliance Co-ordinator for the organisation.

"This appointment is critical," says Ed. "CASA will not allow us to sit on our hands and think about it any longer. An improved safety and training regime is urgently required. It is the only way forward for RA-Aus and CASA has expressed strong approval of the move.

"Myles is qualified in many areas that fit with the role. He understands the organisation, has an engineering background with great knowledge of training requirements with Cert IV in Workplace Training, Workplace Health & Safety, ICAM Lead Investigator, RA-Aus L4, and a lot more. He has committed 30 hours a week until the September Board meeting with an option to continue after that.

"Myles has the experience to do the job and, like myself, he will be judged in September on his performance," says Ed.



NEW SENNHEISER

AUDIO specialist, Sennheiser, has unveiled the HMEC 26-2 pilot headset, the successor to its successful HMEC 26.

The company says the new headset features Improved comfort, optimum protection against handling noise and a higher sound pressure level.

"The 26 is popular with airline and business pilots," explains Jörg Buchberger, Business Segment Manager Aviation at Sennheiser. "The improvements made in the 26-2 are based on feedback we received from them."

The headband has been lengthened and the end pieces designed with a different angle to ensure the headset sits even more comfortably with a more evenly distributed contact pressure. The new wider and softer cushions are securely held to the headband with a special fastener.

There is also greater stability for the microphone boom, which is made of a new steel material that keeps the microphone securely in its set position.



The 26-2 also has a new cable that makes it particularly insensitive to handling noise. Four coils in the otherwise straight cable isolate the headset acoustically from noise normally produced when the cable is moved in contact with the pilot's clothing. For more information www.sennheiser.com.au.



>> Between powered flights, Josh was kept busy demonstrating paragliding. He set a good example for Wings of Life

Air Experience inspires young

By Edith Rutherford

A NUMBER of young people have had the opportunity to turn their aviation dreams into reality while they are still young, helped by pilots who want to share their love of flying.

Wings of Life recently hosted its annual Air Experience event at Archer Falls Airfield, Ron Field's private strip in the Queensland Somerset region, complete with a weekend of bush camping and fireside fun.

Pilots like Peter Raffles, alongside young pilots, Josh Groth and Doug Field, took young aviation students up for flights, while Neale Schafer of GoFly assisted by sponsoring TIF flights for those keen to go a step further.

"As long as I am breathing, I will continue doing this," says Neale. "If I can help someone experience their first TIF and they go on to learn and finally get their licence, that is great, and that's what it's all about."

Pilots like Geoff Noble and friends flew in from Southport Aero Club with sleek RVs. Others arrived from around south east Queensland to guarantee an impressive line-up of aircraft for the event.

Regular star attractions were Ron's Murphy Renegade and his 80% scale replica Spitfire, flown by son, Doug. By last light, the campfire was burning, the BBQ was blazing, and the jukebox turned up a notch as the evening hours were spent reliving the excitement of the day.

Wings of Life president, Ridge Martin, has a huge mission to raise awareness and funds for RFDS Queensland, and while doing so inspire youth in aviation. The group now has more than seventy members, all students at Griffith University and members of its Aviation Club. The Wings of Life events provide unique and unequalled opportunities for these young people.

If even a handful of the students attending this year's Air Experience go on to become commercial pilots like young Doug Field and university mate, Josh Groth, who has recently launched his own aviation adventure business, or find another path in the world of aviation which suits them, then Wings of Life will continue to meet its goals.

If readers, and pilots are interested in supporting Wings of Life, in particular the Fly-in Drive-in, visit www.wingsoflife.com.au.

BioniX GETS THE NOD

THE Air Creation light sport trike, a.r.v.Tanarg BioniX (as seen on the front cover), has been awarded full RA-Aus Compliance Registration after a smooth registration ratification and identification process. Air Creation in Australia is proud to have achieved the milestone with its new weightshift machine under a simple process of quality assembly control, developed in accordance to the provisions of Australian - ISO 9002 QA Standards.

The BioniX 13 is equipped with a patented Corset system, allowing pilots to adjust their speeds up to +80kts, and safely land in a short distance - with a stall speed of just 34kts. The BioniX 13 features light handling in pitch and roll, even in extreme conditions with crisp, stable and predictable performance.

Air Creation importer, Chris Brandon, says "our thanks go to the staff of RA-Aus for their efforts and support for us, so we could achieve a dream".

Peter and Anne McLean at Yarrowonga Flight Training have a BioniX 13 ready if you want to try one out. For more information www.aircreation.com.au

CALL FOR KIDS TO BE BANNED

A VICTORIAN coroner has called for all children aged 16 and under to be banned from flying in amateur-built and experimental aircraft after a father and son were killed near Mildura.

Coroner Jane Hendtlass recommended the Federal Government and CASA ban all passengers under the age of 17 from flying in amateur-built, experimental aircraft.

The Coroner reportedly made the recommendations in her findings into the deaths of Jack Hender, 49, and his 10-year-old son, Sam, who

were killed when Mr Hender's light aircraft crashed while landing at Mildura Aerodrome in March 2006. The Coroner said Mr Hender built the aircraft from a kit, but substantially modified the aircraft which may have meant it was not airworthiness certificate compliant.

The Coroner found that the certificate had expired the month before the crash, that Mr Hender should have been aware he could not take passengers unless for test purposes and that he was trying to land unacceptably close to last light. *Source: 3AW Phil Johnson*

Oasis in South Australia

by Glen Gray

>> Judged "Best Aircraft on the Day" Dan Pluess' beautifully restored DH82 Tiger Moth

FIVE hundred people, including 70 pilots, spent the second weekend in April at the fourth bi-ennial fly-in at the Loxton Aero Club in the Riverland of South Australia.

Pilots started arriving early with Simon Treloar and Michael O'Shea landed on Thursday afternoon from Newcastle in Simon's XT912. Another 16 arrivals drifted in throughout Friday. Some chose to camp underwing on our lawned area, using the shower and toilet facilities in the clubrooms. Most chose to stay in Loxton at more luxurious accommodation.

About 40 of the early birds had a bistro dinner at the Loxton Hotel on Friday evening, then everyone wandered up to Roger's place to check out his Tri-Z project which has been on the go for the past 21 years. The workmanship is a sight to behold.

On Saturday morning they came in droves. There were RVs, Trikes, a Kitfox, Savannahs, Mooneys, a Nanchang, a Baron, Drifters, the odd Jabiru and then just to top it off Barry Hills arrived with his ever reliable mates in their Tiger Moths. Not to be outdone, David and Helen Ger-

icke bobbed up in their Chipmunk as well.

All pilots received a show bag with products showcasing our Riverland town, the pilots and crews were photographed under the 'I flew to Loxton in 2013' sign.

Club member, Howard Hendrick (WW2 Lancaster pilot), conducted two sessions on Morse Code Landings. This method was used to guide pilots through the inclement weather commonly encountered in England on their return from Europe. There were 40 people at each session (mainly because we couldn't fit any more in) and all were in awe of the methodology.

The award for best aircraft went to Dan Pluess



Surprise of the day was the unannounced arrival of CASA



with his beautifully presented DH82 Tiger Moth. Award for the furthest distance travelled went to Simon Treloar from Newcastle in his XT912. This was Simon's second fly-in.

Surprise of the day was the unannounced arrival of two CASA representatives. They were very informative and offered to conduct a ramp check. This session was well attended and received by pilots. The CASA men also made themselves available to answer questions. We invited them to give us feedback on our efforts and attitude to aviation. It was very positive.

This year the committee nominated Angel Fight as the charity we supported through donations from the public coming through the gate and the generosity of the 200 people who attended the hangar dinner. That was catered by the fantastic Rod Hondow, who also put on a huge brekky on Sunday morning before the pilots started drifting off home.

A great weekend with a great group of people. For more information on Loxton Aero Club visit www.loxtonaeroclub.com



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>> Glistening sunshine helped attract aircraft from all directions

Gatton Mother's Day fly-in breakfast

by Edith Rutherford

GATTON Airpark comes to life at the monthly fly-in, and it did on Mother's Day when the weather conditions were nearly perfect. I arrived late and couldn't help but notice the line of aircraft spanned the entire length of the runway. Around the hangar, breakfast was popular and no wonder. Gatton puts on a good spread.

There were folk in from the Gold Coast, Beerwah and all points in between in some true classic and unique air and land bound vehicles. There were RVs in abundance, Jabirus, Cessnas, Lightwings, a Petrel, and an immaculate Rotec radial engine Spacewalker built in Australia. And a Murphy Moose decked out in military colours. It's a big brother to the Renegade. Alas, the only problem with Mother's Day breakfast was that it didn't last all day. I would highly recommend you visit Gatton for breakfast sometime soon if you are in the neighbourhood. 🇺🇸



>> This Rotec radial engine Spacewalker attracted lots of interest



>> The line up spanned the length of the runway



>> Classic and hot cars joined the lineup airside



Isis Fly-In at Childers

by Sheila Brown
Secretary Isis Flying Club

THE numbers were down but the enthusiasm level was high at the Isis Flying Club's annual Wings and Wheels fly, drive, walk-in breakfast at the Childers airstrip in Southern Queensland in May.

Club members had worked hard through the year to complete the new hanger/club house, along with the airstrip surface, in time for the event.

Conditions were ideal for flying until it turned threatening on Sunday. That forced some pilots to head home early. But pilots who arrived Saturday and camped underwing enjoyed a BBQ that night, catered by club members and their partners, with tales of flying exploits and daring deeds around the tables long into the night.

Childers SES controlled vehicle parking over the

**Put
Childers on
your map
next May**

weekend. The Bundaberg Air Cadets, under the direction of a senior club controller, wing walked all aircraft to their parking spots and towards departures, to ensure the visiting public was kept safely away from the moving aircraft. This was the first time the cadets had been around moving aircraft in these conditions, and they handled the task in a professional manner.

Vintage car club and motor bikes also attended the venue as part of their rally point. The gate takings were donated to the Bundaberg AGL Rescue Helicopter Service.

Put Childers on your map next May. For more information isisflyingclub@gmail.com 📍



EDITOR'S CHOICE

BRIAN BIGG

Forecast in your area? Terminal

IF you live in Cessnock, Charters Towers, Condobolin, Cowra, Cunnamulla or Cootamundra, you better get used to looking out the window if you want to find out about the weather before take-off.

Because if you are a pilot in these towns (and 101 more towns just like them), you are about to say goodbye to your local Terminal Area Forecast.

The Bureau of Meteorology has been conducting a review of who should and shouldn't get a TAF and its draft report recommends downgrading or closing 107 of Australia's 327 TAF services.

That's right, nearly a third of them.

It shouldn't take a genius to work out that the pilots most vulnerable to the weather are not the airline jet jockeys or the corporate high flyers, but us littlies who fly into the ground every year despite everyone's best intentions. And if it came to a show of hands, we are by far the most numerous group of aviators as well. But we don't count apparently.

Safety doesn't seem to matter to the authorities when it doesn't suit them. (You notice, though, that it matters to them a whole lot when it does suit them).

The problem for us is that aviation weather services such as TAFs, like a lot of other government services, are a cost recovery item. Someone somewhere has to pay for them, because the federal government no longer wants to pay for aviation related things. So TAF costs are paid for by industry – that's the airlines, charter and corporate sectors, by the way – not us. And the big boys don't want to pay for TAFs at places they don't go to.

The Weather Bureau says the industry has demanded it better align its services with the organisations which pay those costs - them. The Bureau insists it consulted widely with industry and pilots before making its recommendations. But does note it sent out a scant 537 surveys to aerodrome owners and operators to ask their opinion. Only 195 forms were filled out and returned. That's not a representative sample in an industry of 30,000 people.

But as a result, it's decided it shouldn't provide TAFs at places where there are fewer than

4,000 movements or 10,000 passengers a year. Or at places it doesn't think it can charge a reasonable rent for its automatic weather reporting equipment. The Bureau says that with the growth in aviation, particularly related to the mining industry, its resources are stretched to the limit (By the way, the report says nothing about the Bureau saving money by making itself more efficient).

So in 29 towns your forecast TAF hours will be cut back. In 78 places like those mentioned above, you won't get one at all if you don't want

to pay for it.

According to Regulation 5.06(1) of the Air Services Act 1995:

Airservices may make arrangements with the Director of Meteorology for the provision of meteorological information:

(a) in any form or manner and (b) at any place, that Airservices considers necessary for the safe regular or efficient operation of aircraft.

You would think that should include us - we fly aeroplanes don't we? It doesn't apparently. The report admits that 'in practice TAF locations have



▶ The big boys don't want to pay for TAFs at places they don't go

been determined through consultation between the Bureau and the aviation industry. Airservices has confirmed they are satisfied with this current practice.'

So, once again, regional communities get the short end of the stick. Once again private pilots get ignored by government departments dancing to the tune of the big wallets. What about our desperate need to get where we are going safely? Doesn't that matter to anyone?

For a read of the full BOM draft: <http://www.bom.gov.au/aviation/taf-review/TAFReview-Draft.pdf>

Tough Times

by Arthur Marcel

THE new online RA-Aus Members' Market is an excellent facility. It is updated daily and everyone who can get on the Internet has equal access to the latest ads for aircraft and equipment. Congratulations to the RA-Aus for introducing it.

Because it is updated so regularly, the online Members' Market gives a good indication of the number of aircraft changing hands.

The online list only began in January and there seem to be more aircraft to choose from as every month goes by. There were 145 ads in April, and 165 at the end of May. The clear indication is that it is a buyers' market. This is probably indicative of a downturn in the industry, because not only do there seem to be fewer people buying second-hand planes, importers and manufacturers will also tell you they are going through tough times selling new aircraft.

Most people assign any downturn to the overall economic situation, tracing it right back to the Global Financial Crisis in 2007/8. There is no doubt discretionary expenditure came under heavy pressure in the years following the GFC, not just for aviation, but also for other optional toys like expensive cars and boats. Now, however, the stock market is back up and one would think the good times should be returning. So why are times still tough?

Some observers are of the opinion the second-hand recreational aircraft market will always be under pressure from the fact that there are aircraft builders who do not really want to fly them. When they finish one project, they are eager to sell it and start on the next one. Builders like Rob Pavan at Yandina on the Sunshine Coast are true serial offenders in this regard. Rob loves building Jabirus (he has built at least five). His latest J230 has eight cylinders under the bonnet and cruises at 140kts, thanks also to several innovative forms of drag reduction.

A further factor might be the Australian dollar. Even though it has been coming down from its peak, its strength has seen local aircraft manufacturers lose substantial business to foreign planes brought in under the ASTM regime. Perhaps not a sole reason for a downturn across the market, it could point to the increasing sophistication of recreationally registered aircraft in the second-hand market. Owners of the more expensive planes purchased during the good times are perhaps now finding it hard to recoup anywhere near what they originally paid, and

this top end pressure could be forcing the whole market lower.

The downturn appears not to be confined to aircraft sales. One must also take note of the fact that many flight training organisations are going through tough times as well. There are fewer and fewer people turning up for lessons. Further down the line this means fewer potential aircraft owners. There are even fewer people going to NATFLY, a traditionally strong sales opportunity.

Long time RA-Aus member and author, John Brandon, in his recent web article (<http://flysafe.raa.asn.au/safety/intro2.html#recent>), also points to the much higher turnover of new RA-Aus pilots in recent years compared to the earlier years of the AUF.

Whatever the reasons, there appears to be little or no growth in recreational aviation at the moment.

I actually believe the most influential factor is a generational one. There are eight or nine flying clubs in south east Queensland, and, in addition to the club I belong to, I visit other clubs regularly. I rarely see anyone younger than myself (and I'm no youngster). To a large extent, the baby boomer generation has always driven the recreational aviation scene and the first of the baby boomers turned 65 last year. Are the boomers beginning to hang up their flying goggles?

Flying requires a lot more devotion than most other hobbies. Of all the toys targeted by discretionary expenditure, aircraft require the most emotional commitment. Cars, bikes and boats take you from one salubrious location to another, but aircraft often only take you from one hot, dusty, isolated airfield to the next (or from one wet, freezing, isolated airfield to the next in winter). Aircraft require dedication, and this means more than a love of excitement and adventure. Sport aviation is driven by firmly embedded dreams going right back to childhood, and this is where baby boomers have always excelled. When we were kids, flying was something special.

We grew up on a diet of Hop Harrigan and



Biggles. In our eyes, flying was a high status profession; one we all wanted to be part of. But it was a case of 'many called, few chosen'. The GA training industry was especially good at preparing people for jobs that didn't exist. And only so many of us got into the military. The rest just lived with the dream and did something else to survive. Flying was the privilege of the wealthy or the lucky. If you were into cars, you could always buy a bomb and get it out of your system; the same with boats and bikes. But it just wasn't possible with planes. Even hiring them was expensive. Then along came 95.10 and the traffic lights suddenly turned green. Aviation was democratised almost overnight. Within a few short years everyone could have a go, and our



>> Rob Pavan at Yandina on the Sunshine Coast is a serial aircraft builder

generation got into it with vigour. The twenty or thirty years since have been ones of unparalleled growth in the industry.

However, in the decades since the boomers first dreamed their dreams, aviation has become commonplace. Anyone with an internet connection can buy a cheap ticket on a chauffeur driven, high performance jet to anywhere in the world. Flying is no big deal for the dot com generation. For them being on an aircraft is as exciting as catching a bus. Younger passengers are more interested in the in-flight movie or the buffet trolley than the window seat. If they want thrills, they pull out their iPhones and play games.

That is not to say, of course, there are no younger flyers coming through the system. But they are a minority usually vocationally oriented, often also with a family connection to aviation. If they can afford to stick with it, they may eventually take the GA path. At any gathering of RA-Aus pilots I have attended, grey hair is in abundance, and while it may be said younger pilots are not as visible, my experience is that they are indeed outnumbered.

Perhaps it is the case that younger people, generally speaking, are already too cash

Are the boomers ready to hang up their flying goggles?

strapped without getting deeper into debt with aviation, even via RA-Aus.

The Demographia International Housing Affordability Survey 2013, just released, reveals Australian cities rank among the most unaffordable in the world with median house prices up to eight times median income.


So, it may be the case that we are entering a demographic period in which the number of cashed up baby boomers dropping off their recreational aviation perches will increasingly cancel out the influx of newer, younger, not so affluent, aviation aspirants. This period may last as long as ten to fifteen years, and could, unfortunately, turn out to be one of little or no growth in the recreational aviation industry.

In such a problematic environment, incentives for young people to become involved in aviation, such as the RA-Aus GYFTS program,

are crucially important.

Clubs like my own, the Darling Downs Sport Aircraft Association, a volunteer organisation with a strong mentoring program for junior flyers, is also setting a standard. Already this year, the DDSAA has three successful young pilots taking out GYFTS scholarships (including \$5000 from Airservices Australia): Sarah Gretton, Emily Coggan and Tom Crimean.

And by the end of the year, the DDSAA will have given away just on \$8000 of club money in scholarships.

CFI, Trevor Bange, says the club is well supported by the community and the scholarship program was a way of giving something back. Trevor also says if any other RA-Aus club is interested in looking at the way the DDSAA scholarship program is organised, he would be only too glad to talk to them. 



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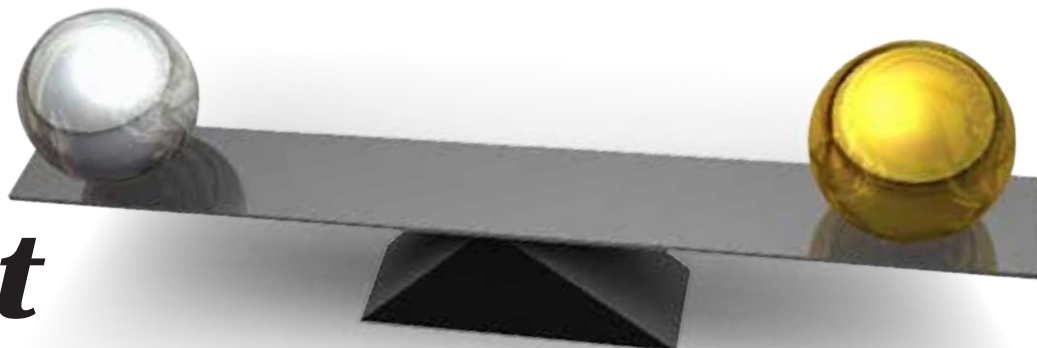
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WAYNE MATHEWS



Weight & balance

Two horses with the same name?

THERE are a lot of confusing things in aviation, and the term weight and balance is one of them. Depending on who is speaking, it can mean two different things. To an engineer, or the proud owner/builder of an aircraft getting ready for a pre-flight final inspection, weight and balance is the aircraft's empty weight and the location of the centre of gravity (C of G). He's thinking about this because it's the starting point which is recorded and then used by pilots to operate the aircraft safely.

To a pilot, weight and balance means starting with the empty weight and balance report provided by the engineer and adding items of useful load (people, fuel, baggage, etc.) to determine that the loaded weight and centre of gravity are within the allowable limits and capabilities of his aircraft on this day at this airfield.

So, while discussing weight and balance from the engineer's point of view, we'll look at how to create a conventional empty weight and balance report.

Why is it important?

The weight part is important because heavier weights cause:

- Longer take-off and landing distances;
- Slower climb rates;
- Higher forces on the wings in flight;
- Higher forces on the gear and other parts of the aircraft during landing.

The balance part is important because, if the C of G is behind of the rear limit, it will have some nasty side effects on:

- Longitudinal stability;
- Stall/spin characteristics.

On the other hand, if the C of G is too far forward, it's going to affect the aircraft's ability to lift its nose for take-off, or flare for landing.

Aircraft designers go to a lot of trouble to come up with a maximum weight and C of G range. They do it through a combination of engineering calculations (usually these days using a CAD computer program), load testing (back in the 80s, I saw the Thruster wing loaded up with cement bags), and flight testing (hullo, who's this good looking chap striding across the airfield with his scarf billowing in the breeze?).

Before your good looking chap can get in and do his magic though, you, the owner/engineer, will have to come up with some data for him. You will have to:

- Physically weigh the aircraft;
- Calculate the empty weight centre of gravity;
- Calculate the most-forward and most-aft C of G limits; and
- Prepare an accurate weight and balance report to include in the records.

Let's talk about some basic physics and terminology. We'll start with

leverage, which is a force applied at the end of a lever arm which causes the lever to rotate around a pivot point. Remember the Mediterranean fellow who said 'Give me a long enough lever and I'll move the world'?

The principle of a force multiplied by a distance is the key to understanding and calculating weight and balance. In aviation speak, the distance is referred to as an arm and the product of the weight times the arm is called a moment. Typically for small airplanes, weights are expressed in kilograms, arms in millimetres, and moments in kilograms-millimetres.

So, if you were to set your aircraft on three scales - one for each wheel (here's a tip: if your scales don't read high enough, use two for each wheel, side by side with a board between them) - you could read the weight on each wheel. Then, if you know the arm measurement for each wheel, you can multiply the weight times the arm and get the moment for each wheel. If you add all three weights to get a total weight, and all three moments to get a total moment, then divided the total moment by the total weight, the result will be the arm for the airplane, which in aviation speak we call the C of G. Phew. That's it, folks. That's how we work out the basic weight and balance of an aircraft.

Yeah, OK, you noticed I didn't tell you how to get the arm.

To understand how to get the arm, you're going to have to get used to another term. It's called the aircraft's datum, which is simply a point on the aircraft's longitudinal axis from which all arms are measured. I'd love to be able to say to you, "All datums are located...." but I can't, because different builders put them in different places. It doesn't matter though, as long as the acceptable C of G range is also defined relative to the datum. The datum is sometimes located at the wing leading edge, or sometimes the most forward portion of the aircraft, like the tip of the spinner. However, locating the datum at a point in space forward of the aircraft (say 10 metres forward of the wing leading edge) makes the calculations easier. It's easier because arm measurements aft of the datum are considered positive (+) numbers and those forward of the datum are considered negative (-); so by locating the datum well forward of the nose, all arms will be positive, thus avoiding the complication of you having to calculate with negative numbers.

So how do we apply this? Experience has taught us that for conventional aircraft, the most forward C of G limit will generally be located at 20-25% of the wing chord and the most aft C of G limit at 30-40% of the wing chord.

So, if your airplane had an acceptable C of G range of 25-35% chord and your wing chord measured 1 metre (let's keep it simple), that would mean your acceptable C of G range would be 25 - 35cm aft of the wing leading edge. How simple was that? 🤖

Note: A Weight & Balance form will soon be added to the RA-Aus website to download for your use.

My *Foxbat* wishlist

by Juris Greste



THE first experience of almost anything remains deeply engraved in one's memory – and so it should – be it your first love, car or solo flight. I soloed in a Gazelle and the fondness for its sedate behaviour and no nonsense construction has never left me.

When Caboolture Recreational Aviation acquired its Aeroprakt A22LS Skyfox, I wasted little time in giving it my own test. One of the co-owners, Bob, took me up on a near perfect and stable morning with only a very light breeze. Over the landscape of shimmering blue water and with the volcanic peaks of the Glasshouse

Mountains punching through a multi coloured lush green carpet of fields and forests, I could have stayed up for the rest of the day.

My limited experience does not give me the credibility for passing judgement on its flying qualities. However, I was impressed by its stability and benign behaviour. It had the feel of a bigger and heavier aircraft. Of course the real eye popping experience was the take-off. We were barely rolling when we were airborne. The climb was impressive. And few light aircraft could match the Foxbat's visibility. One could see almost straight down. It felt like being in a helicopter.

I expect the panel, as well as some controls, can be customised. No doubt the designer or decision maker for 24-9100 had reasons for deciding the way they did. But perhaps it is my 50 year old architectural heritage which made me sensitive to some ergonomic aspects.

So here is my wish list for what I would like to have seen. Your own Foxbat is probably laid out differently to this.

I wish the engine cover did not have to be taken off for the oil check. Also the oil filler cap is not attached to anything. It could be inadvertently left on the engine and who knows what



>> Heather & Bill Haynes

would happen then. At least it could be attached by a short cable. Replacing the engine cover is not difficult, but because it is light, care needs to be taken to locate it accurately without forcing.

It is fair enough that you have to establish the fuel quantity using a dipstick through the filler cap on the top of each wing. For this to be done, you have to elevate yourself with a stepladder. I wonder how you'd go at a remote strip without this aid. Also, there is a little hump at the bottom of the tank, directly under the filler hole. You have to take care to ensure the dipstick sits on the bottom of the tank and not on the hump. It should be not too difficult to shift this protrusion slightly to one side of the filler hole.

The throttle is low at the outer edge of each seat. Its height and length has to take account of not being in the way of entry / egress. However, I wish it had been a little taller with a sizeable round knob at the top instead of the rather small fiddly drum. It seems that where it is makes it vulnerable to inadvertently being nudged into the 'power on' position on entry. Perhaps a small parking lock could fix this.

I wish the toggle switches for lights, fuel pump etc. were higher up and on the panel (or at least above the fuel gauges). If I had my 'druthers', I would also space them out a little more. In bumpy conditions, you could put your finger on the wrong one. As the aircraft I flew was also for training, I would certainly put larger labels for all the switches. And one thing I will do the next time I fly, is to put some red insulation tape around the fuel pump switch, so that in less than perfect conditions (or under stress) I can put my finger on it straight away.

I wish I could move the choke lever next to the carb heat knob. In its present position, on the right side, low on the centre console, it is almost inaccessible from the left hand seat.

I like the very comfortable grip on the centrally located V joystick. The electric rudder trim is operated by an up and down button on top of the grip. However, the trim indicator (a series of small lights up and down) is located where I almost could not see it. I wish I could lift it up a little, say between the fuel gauges. I guess practice would enable trimming to be done by feel and attitude. However, students might like to see just where their trim is.

Of course it is a matter of cost and personal



>> Brace of Foxbats



choice but I was wishing the EFIS had been a little bigger for easier readability too.

The fuel cocks for each tank are located on the rear door frame members. It can be accessed behind the shoulder on the pilot's side. However, I am not sure if and how I could get to the other one in flight. I wish I could place them a little more accessibly.

Each side of the V stick has its own brake lever. I wish it was shaped a little more comfortably for the hand to grip instead of just being cut out of a piece of plate. I also wish the brake lock had been a little closer to the lever itself. It is low on the centre console on the side of the left hand seat. I would also like to replace the labels of 'open' and 'closed' (for the hydraulic brake valve) to simply ON and OFF. Students could be confused by the present labels.

24-9100 is without spats. However, I was

very impressed by the almost oversize looking wheels and tyres, especially the metal mud flaps which would be very useful on grassy, wet or gravelly strips. All this gives a feeling of greater confidence on less than perfectly even strips, but of course does not excuse sloppy landings.

Have I been too wishful? I would like to think there is always room for improvement on anything. And if any adjustment adds to ergonomic efficiency, it must also add something to safety.

After my observations which no doubt appear to have a ring of criticism, you could probably ask if I really want to fly a Foxbat? You bet! I cannot wait to do it again.

Do you have ergonomic comments about an aircraft you fly? Things you like or don't like? Email editor@sportpilot.net.au and let us know 🇵🇹

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READERS' STORIES

by Nick Brennan

I PLACED the run ups check list on the empty right hand seat, lined up and rolled with throttle at full and nose wheel glued to the centre line. The all metal Aerostar Festival R40S low wing LSA accelerated down O4 Tooradin, Victoria. After a 45 year wait, I was finally on my way.

At the age of 12, I had discovered Biggles and the works of Captain W.E. Johns. I was instantly fascinated by all things related to flying. However I was a young school leaver in mid 1960s Ireland, with an average to poor academic record, so a career in aviation was an Everest. An Aer Lingus cadetship was the preserve of the academically gifted and well-connected and I was severely deficient in both.

For many years, my relationship with aviation was restricted to all the books and magazines I could buy, beg, steal or borrow. This rather distant connection was supplemented by as many joy flights and trips to air shows as my budget would support. One day in the early 1970s while still a young man, I saw an advertisement for flying lessons including a relatively cheap Trial Introductory Flight. The TIF went well and I left the field with the brochures tucked under my arm daring to think my dream might yet be realised. I did the maths and discovered that if I was prepared to forgo all other forms of entertainment, work all overtime on offer, be willing to eat plainly and sparingly and ignore any female advances for the next couple of years, I could just about manage the 40 lessons necessary to get a PPL. My resolve was steadfast but fate wasn't done with me yet. Just as I was about to commit to this austere lifestyle, the pesky Egyptians, against whom I had never before uttered an unkind word, decided to attack Israel on their most holy day - Yum Kippur. Later, and in retaliation for the eventual humiliating defeat of the Egyptians, the Arab oil producers decided to place an embargo on oil to the West so the prices of oil related activities went through the roof. Flying lessons would now require total abstinence in all areas and enforced celibacy, probably into my early middle age. It was back to the books, air shows and trips to Heathrow.

Released from my vow of celibacy, though, I met a wonderful girl, married, immigrated to Australia and continued to dream while raising three wonderful children. For my 55th birthday my wife, Laura, surprised me with a Tooradin TIF. With the brochures tucked under my arm and the encouraging words of the business minded pilot telling me I was a natural, still fresh in my memory, I revisited the maths. However, disposable income was still not at the level that

would support even the relatively cheaper recreational flying now on offer. Again the dream receded only to be awakened many years later by the lovely supportive Laura inquiring about when I would be getting around to those long awaited flying lessons.

It was now or never and within a couple of weeks I had a student licence, a log book and a bucket load of previously suppressed, but now newly released, enthusiasm. And it was just as well my dedication levels were high because my natural ability level was low. Not surprisingly, learning to fly when you are on the wrong side of 60 is challenging. Forget the 20 hours minimum unless you are young or have a direct gene pool connection with Chuck Yeager. Early progress petered out to a frustrating plateau where weekly improvement was so incremental it was

couragement and lifted my spirits as I started another new page in the log book. Slowly a modicum of consistency developed in my flying, assisted by a few closely scheduled early morning sessions (it was not a summer suited to midday flying in bubble canopied low wing aircraft).

Forty five years after that first awakening, on a relatively still Saturday morning during a touch and go, I took over after touchdown, radioed a full stop, and told me to do a circuit on my own. Strangely, I was utterly calm and totally confident I could do a good job. I am reminded me of the changed characteristics of the aircraft with only one on board and the tendency therefore for an extended float. He asked also that I leave the "piano keys" to Billy Joel and Matt Hall and ensure I aimed a little further into O4. With that excellent advice, I was on my way.



hardly measurable. I self mockingly nicknamed myself 'Schumacher' (I'd done more circuits than Michael). I regularly mixed astronaut standard touch downs with Bob Beamon (check him out on Google) long hops. I was innovative however and regularly invented fresh techniques for testing the strength of the undercarriage.

A skilled and patient instructor can work miracles. Jackie, Dan, Chris and especially Ian, the CFI and now school owner at Tooradin, kept me motivated through the endless dual circuits, sharing with me their own, probably exaggerated, battles with the dreaded flare early in their careers. Julie, the weekend office manager who had recently achieved her own pilot certificate, provided en-

The circuit was over in a wink of an eye and before I knew it I was pushing the carby heat to cold on early final. A little high on approach, I throttled back and reached flare point well past the piano keys. I maintained patience through the extended float before touching down with a slight tyre squeal. Not astronaut standard, but not bad for a first. The temptation to go for another was strong but, eager not to spoil the moment with something less impressive, I applied the brakes. No, it wasn't better than sex, but it was certainly up there. To paraphrase a revered aviation reference, 'it was not the end, nor the beginning of the end, perhaps just the end of the beginning'.

The ASIC question

by Dave Edmonds

IF you are a reader of this magazine, you probably fly into an airport from time to time. And if the AGM at Temora was any guide, you may consider the sheer stupidity and expense of the ASIC system.

While most of us do not contemplate the level of damage we could cause, it does not take much imagination to realise that with or without an ASIC card, your ability to write yourself off and take others with you is pretty much the same.

I have just renewed my card. While I flew extensively over the past two years from the Gulf to the Flinders Ranges, only once was I asked to present my ASIC. The chap who asked was the CASA contractor at Merimbula.

I asked CASA, under freedom of information provisions, for statistics related to ASIC renewals. The information provided is shown in the table below.

Year	Applications received	Applications removed, no current medical	Applications submitted to Auscheck	Applications with adverse outcomes, conditional ASIC issued	Applications refused
2011	5037	406	4631	28	0
2012	6172	392	5780	29	0

Just to be clear, no applications for ASIC renewals were refused in the past two years.

It is worth considering why this might be.

Imagine you are a prospective law breaker, and apparently prefer to appear law-abiding. You might consider applying for an ASIC so you would not break the law when entering a security-controlled airport. In the minds of the regulators, this sort of citizenship is apparently expected of bad guys. Then it might occur to you that your application might alert the authorities as to your intentions. You might then scout out a few airports and come to question why anyone would think the ASIC process did anything useful. So you proceed with your planning to learn how to fly, confident in your ability to source or

buy an aircraft at most of Australia's airports without impediment.

You might also observe there is a rifle range at the end of a particular runway (as there is at a particular airport in Australia) and determine that joining the rifle club might be a simpler way of creating mayhem.

I wrote to Minister Albanese expressing my concern about the waste of around \$2,000,000 annually by Australian pilots on their ASIC, and to my disappointment received exactly the response I expected.

The General Manager of the Maritime, Identity and Surface Security of the Office of Transport Security replied, stating in part that: 'The ASIC scheme is an important layer of aviation security as it seeks to identify persons of concern before they gain access to sensitive areas of our airports.'

He completely ignored the fact that the ASIC scheme failed to identify anyone at all, and even

if it did, would not for one moment increase aviation security.

He did not comment on the rifle range, although in my letter I brought it to his attention.

It is obvious that the purpose of the ASIC scheme is to provide some cover to people involved in aviation security, if an incident does occur. However, in the event such an incident happens, it is hard to believe the subsequent enquiry would for one moment accept that the ASIC process was sufficient and necessary.

I believe this is an issue the RA-Aus should take up with the relevant authorities. I am not concerned about spending the amount of money, but would vastly prefer it to be spent on something useful. 🇺🇸

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FLY AT YOUR OWN RISK!

Why accidents shouldn't send you broke

by Anthony Cordato

JOY flights are something all pilots do for their friends and families. But an accident involving the death or injury of your passenger should not open you to a large compensation claim.

Your legal rights depend on whether or not the joy flight is classified as a dangerous recreational activity, as opposed to a safe leisure activity.

In the recent decision of Noel Campbell v Rodney Victor Hay [2013] NSWDC 11, the aircraft operator asked the NSW District Court to classify recreational flying as a dangerous recreational activity.

In that case, the passenger (Campbell) was taking flying lessons in a Jabiru flown by an experienced flying instructor (Hay). For legal purposes, the passenger was in the same position as if he were a tourist taking a joy flight.

The applicable law was the NSW Civil Liability Act 2002. There is equivalent law around Australia. The Civil Liability Act is a statutory codification of the common law rule – *volenti non fit injuria*, which is a Latin phrase for a voluntary assumption of risk. An example is on a sporting field, where an injured player has no claim for compensation unless something out of the ordinary has happened – a reckless or a malicious act.

The Civil Liability Act provides that a participant's legal rights to claim compensation may be excluded altogether if they engage in a dangerous recreational activity.

The expression 'recreational activities' covers sports, pursuits and activities which are engaged in for enjoyment, relaxation or leisure, which might (or might not) take place on a beach, park or open space. A dangerous recreational activity means a recreational activity which involves a significant risk of physical harm.

The legal argument turned upon whether there was a real chance of physical harm flying in a light aircraft. If so, flying in a light aircraft would be considered a dangerous recreational activity.

The court found that the risk was low – but that when an accident did occur there was a real chance of significant physical harm. So the court decided flying in a light aircraft was a dangerous recreational activity.

Interestingly the court observed that flying in a light aircraft to be 'in a similar category to recreational parachute jumping - statistically safe, but involving some risk of danger'.

The consequence of the decision is that an operator can avoid liability if the risk of personal injury or death is an obvious risk accepted by the participant.

So the question is... does your passenger accept that the risk of injury resulting from pilot error or defective equipment is obvious?

The Civil Liability Act contains this definition - an obvious risk to a person who suffers harm is a risk that is obvious to a reasonable person in that position.

This is what happened - the motor started running roughly and the flying instructor took control of the plane. The engine then stopped. The aircraft was not close to a landing strip, so the flying instructor manoeuvred the aircraft around a tree and into a gully where he pitched the aircraft sharply up a slope. On the basis of expert evidence, the court found that the flying instructor/pilot was negligent by (a) not flying the aircraft to one of the landing strips available after noticing a second set of vibrations from the engine; and (b) instead, continued to fly towards Katoomba airfield, where the flight had originated.

IS THE FLYING INSTRUCTOR/PILOT'S NEGLIGENCE AN OBVIOUS RISK?

The Civil Liability Act states in clear terms that – a person is not liable in negligence for harm suffered by another person as a result of the materialisation of an obvious risk of a dangerous recreational activity engaged in by that person.

The court found that the risk the pilot might be negligent in flying the aircraft, or that the risk an aircraft engine might fail in flight, were risks that were obvious to the passenger.

Therefore Acting Justice Marks rejected the passenger's claim for compensation for their injuries when the aircraft made a forced landing, even though the pilot was negligent and to blame for the accident.

The significance of this decision is that pilots and operators of light aircraft (on non-scheduled flights) are protected from liability because flying is a dangerous recreational activity and because pilot error and mechanical defects are obvious risks.



>> Photo: ATSB

WHAT PROTECTION DO YOU NEED?

There is no clear line as to what is, and what is not, an obvious risk. Are examples such as insufficient fuel in the tank for the journey, or flying without proper navigation over tiger country, examples of non-obvious risks?

A non-obvious risk would attract liability, unless there is a signed waiver to avoid that liability.

Normally, operators of dangerous recreational activities will have the participants sign a waiver form, which will be effective to avoid liability. Does this decision mean waiver forms and disclaimer signs are not strictly necessary to protect against personal injury claims? Yes – in this decision the pilot did not rely on a signed waiver form or a disclaimer sign to avoid liability.

But don't throw out the forms and the 'You fly at your own risk' signs! The Campbell v Hay decision is by a judge in a lower court in NSW, and a different judge might come to the opposite view. And because the Civil Liability Law is slightly different in each state and territory in Australia, the protection provided might differ from state to state.

But above all, a signed waiver form will protect you against non-obvious risks. 🚫

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Carrying passengers

One of the most exhilarating experiences during my journey of flying - second only to my first solo - was the privilege of taking up my first passenger. I can remember agonising over who it would be. I won't name them here though (so I don't offend my wife or mother).

I remember the experience was surreal and very different from my first solo. After all, the last person I had in the aircraft with me was my instructor. Having him on board gave me a sense of calm and ease. A warm and fuzzy feeling that if things went pear shaped, the hero in the aircraft with me would spring into action and save the day.

By contrast, when I was about to take up my first passenger, a rush of reality hit me...I was it! I was not only responsible for my own safety and that of the aeroplane, but also the safety of someone close to me.

When the day of the flight arrived, I remember preparing the aircraft and taxiing to the holding point with a heightened sense of alertness. After completing the checks and procedures with an air of confidence I never dreamed I possessed, I lined up on the runway and applied full power. I think I stopped breathing. My heart stopped.

The take-off was normal and the moment the wheels left the ground, I can remember feeling an overwhelming sense of calm and euphoria. All my vital organs snapped back to normal. No more leg shake, my heart rate returned to normal, my palms were no longer sweaty. A feeling of familiarisation and confidence swept my body, paying me back in spades for all my hard work studying and training.

As the aircraft passed through 300ft, I glanced over to see how my passenger was doing. Their warm smile and reassuring gaze radiated with pride and admiration. Any angst or self-doubt I'd harboured through my training diminished into a distant, insignificant memory. With an equally reassuring smile, I diverted my attention back to the job at hand, at which point I caught myself nodding slightly, as if to say, 'I made it, I can now call myself a pilot.'

But how was my passenger feeling? After all, they were in a foreign environment over which they had no control.

Taking a passenger carries an enormous responsibility; one which should never be taken for granted. Their comfort and confidence is paramount because ultimately the flight belongs to them. Passenger flights (in particular) should be executed with the kind of accuracy, professionalism and poise they would expect from a commercial pilot.

In many instances, your passenger might never have been up in a small plane before. Their fear level will probably be punching out of the top of the barometer, but they will hide it behind a nervous smile. They generally won't come

out and say "I'm scared!" After all, they do not want to hurt your feelings by implying they have no confidence in you. Often, the only reason they are willing to go flying is because they do trust and respect you. Instead they will use subtle suggestions like, "Oh, the aeroplane is smaller than I thought it would be" or, "Gee, is that all that holds the wings on?" You should not underestimate what your passenger is really trying to say when you hear these expressions.

It is paramount to avoid the temptation to treat a passenger's subtle outreach for reassurance as an opportunity for a witty quip. This could come across as dismissive of their concerns or disrespectful of their genuine needs. They really want positive reinforcement so always respond positively and with conviction. And in a manner which reflects the level of courtesy they are displaying. For example, a response like "They may be small, but they are factory built and strong."

Brief your passenger thoroughly, not only about the aircraft systems and emergency requirements, but also on what they can expect from the flight e.g. how long it will be, where you will go and what to expect from the take-off and landing. Your passenger will not know how your aircraft flies, feels or sounds, so the more information you can give them, the more comfortable they will be.


Most importantly, empower your passenger with responsibility by giving them the option of calling off the flight at any time. After all, the flight is about their comfort and their enjoyment, not an opportunity for you to show off elements of the flight training syllabus. The passenger will be more than satisfied with

straight and steady flight. Anything other than 'gently does it' should be avoided and under no circumstances should your passenger be permitted to manipulate the controls.

Another important aspect of conducting passenger flights is the importance of listening. Passengers will give subtle (and sometimes not so subtle) messages about their level of comfort. Placing an aircraft into a flight attitude designed to thrill them is definitely not acceptable.

It's obvious your objective is to encourage and foster a positive experience for them, which is not that difficult. After all, the thrill of flight itself will be enough to impress them. Talk to your passenger regularly and remind them to keep their eyes out of the cockpit. If in doubt about how they are feeling, gently and calmly return to the airfield and land.

It's also best to keep first time passenger flights short, about 30-40 minutes should be enough. The best compliment your passenger can give you upon returning to the hanger is that the flight was too short and that they would love to go up again. After all, returning toting a sick bag (or your favourite cap) filled with elements of breakfast, is less desirable. This can lead to your passenger thinking and/or speaking of the flight negatively and developing a reluctance to go up again.

Effectively, when pilots take up a passenger, they become an ambassador for their Flight Training Facility as well as for RA-Aus as an organisation. How your passenger views the experience and speaks of it to others, reflects on all of us. A passenger carrying endorsement is a very special privilege. We are all ambassadors. 

Tips for a successful passenger flight

- Thoroughly brief your passenger on all aspects of the flight
- Make them comfortable in a chair somewhere...it is best they do not disturb you as you conduct your per-flight checks (or daily)
- If possible, move the passenger seat right back away from the controls
- Give positive reinforcement to their negative or derogatory statements
- Give them the authority to call off the flight and return to the airfield
- For first time passengers, keep relatively close to the airfield and limit the flight time to 30-40mins
- Fly straight and level for as long possible
- Limit the number of turns as well as the angle of bank (gentle turns only)
- Keep all turns to the left (where possible) and right hand turns should be no more than 15 degrees angle of bank
- Demonstrate straight and steady flight at a lower power setting at height to prepare them for the sound of the engine when the throttle is reduced to land
- Do not demonstrate the aircraft's 'capabilities' or operating limits
- If the passenger is not feeling well, consider landing without flap (with operational requirements considered)
- Never use negative terms like 'oops' or 'damn' to describe your landing and never suggest you can do better (you may get the opportunity to prove yourself during a subsequent flight)
- Receive compliments graciously

Bicentenary Flyover



>> Dexter Burkill & Anne Mason - Atec Zephyr

by Dexter Burkill

SEVEN RA-Aus aircraft took part in the recent Blue Mountains Bicentenary Flyover.

The event was organised by Matt Hall to celebrate the bicentenary of the crossing of the mountains in 1813 by Blaxland, Lawson and Wentworth who made the journey with a local guide, three convict assistants, five dogs and four pack horses.

The planning allowed for up to 300 aircraft to participate, but the final number was around 80. The ultralights were joined by the Roulettes, a C130, Navy helicopters, warbirds and numerous GA aircraft from vintage to more recent models.

The route was fairly simple but the logistics for the organisers would have been another matter.

The main requirement was for pilots to be at either the appointed north or south entry points at a designated time, then to commence the route either from the north or south holding point when instructed by the Flypast Unicom operating on a dedicated frequency.

The route began by overflying Penrith Bridge



>> Savannah flown by Sally Quinell & Rob Longmore

RA-AUS PARTICIPANTS

David Rittie/Bret Cavanagh	JABIRU SP470
Mike Faine	SKYFOX GAZELLE
Sally Quinell/Rob Longmore	ICP SAVANNAH
Jeremy Robertson/Dave Saunders	FOXBAT
Mark Peters/Jamie Honan	FOXBAT
Tom Sturm	LIGHTWING
Dexter Burkill/Anne Mason	ATEC ZEPHYR



>> David Rittie
Jabiru SP470
with Ian Harvie

W We bought the aviation community together through all forms of aviation



>> Matt Hall



>> Jeremy Robertson & Dave Saunders - Foxbat

and flying within 1nm of the Great Western Highway at a designated altitude band allotted to each aircraft based broadly on performance and type. There were four bands (Red, Orange, Yellow, Green) ranging from commencement altitudes of 2,000ft to 3,500ft in increments of 500ft with the Navy helicopters given a commencement level of 1,500ft. The route left the Great Western Highway at Blackheath to Mt. York then on to Mt. Blaxland ending at O'Connell. From there participants had a choice of returning to their departure airfields or continuing on to Bathurst to enjoy a BBQ lunch put on by Bathurst Aero Club and a chance to share comments on the event with spectators and other flyers. Most chose this option.

This event was the first of its type attempted in Australia. It was organised as an airshow and, as such, required a Deed of Instrument from CASA which was issued naming all pilots, aircraft registrations and other details pertaining to the event. All pilots were actually considered to be airshow participants.

The other new ground broken was in relation to the briefings which are required for airshows. These were done by Matt Hall using YouTube as well as email and SMS. To get a start, a pilot had to demonstrate they had watched the YouTube briefing by texting the code mentioned by Matt in the clip.

The Roulettes led the event, performing mini aerobatic manoeuvres at spectator locations en route. They were followed by the C130, with all other participants following on afterwards.

For anyone who hasn't flown over this area before, it is truly stunning scenery but very much tiger country until you reach Mt. York. Nonetheless, everyone I spoke to at Bathurst had a ball.

David Rittie PIC in the Jabiru SP470 commented "It was a beautiful concept, well planned and run with military precision. Congratulations to the organisers of the event and even more congratulations for the absolute best weather I have ever flown in!"

"I am extremely pleased with the success of the Blue Mountains Bicentenary Fly Over. The organisers first contacted us in May 2012 with the concept, though we did not achieve commitment to go until September 2012. The organisers wanted a large event to generate media coverage for the Bicentenary, though my objective was quite different. I wanted something that was safe and efficient, then fun, then numbers. In the end, both the organisers and my objectives were met and exceeded.

Organiser, Matt Hall, commented "Well done to all the aviators for showing great airmanship, following the briefed plan and using common sense to assist when needed. Most importantly, we brought the aviation community together through all forms of aviation (there was even a glider and a few hot air balloons), and we were able to promote the sport of aviation to the wider community as a fun, exciting and safe activity. That alone was worth it."

All participants received an aircraft sticker and commemorative coins. 🇦🇺

FLIGHT INSTRUCTOR'S FORUM



Facilitated by the aviation guru **Professor Avius**

Aims and objectives

When I did my rating, my supervising instructor stressed the importance of starting each theory lesson with a distinct, clearly defined aim and a set of measurable, achievable objectives.

So why do we instruct?

Do we like being in the position of responsibility? Are we building up hours on our way to a higher position on the aviation ladder? Is it for the uniform or for the 'free' hours we get by flying with students? Or is it for the altruistic joy of passing onto our students our highly refined skills and knowledge?

How often do we break down our objectives into goals which are both measurable and achievable? Of course, the eventual outcome is to have a student safely and competently complete their pilot's certificate. But is the way we do it, the best way? Could we do it better?

For most of us the following statement pretty much encapsulates the reason why we instruct:

The guarantee for a difficult but happy life;

1. Find what you want to do more than anything else in the world;
2. Do it, no matter what stands in your way;
3. Give the gifts of what you have learned to others who care enough to ask.

These are the opening lines in the first of an incredibly, insightful series of e-books I came across, authored by long time instructor, Noel Kruse, now retired.

Noel started his flying career as a 19 year old RAAF cadet learning to fly Sabres, Vampires and Macchi training jets. After a military flying career spanning two decades, Noel set up the Sydney Aerobatic School. He found many students who came to him for advanced training were not competent in basic skills and knowledge. His volume entitled *Flight Instructional Technique - The things you should have been taught as a flying instructor*, was his attempt to improve instructor standards. It contains some gems and is well worth the read.

He covers a basic overview of how the brain works and the use of the effective 'motor skill teaching technique'. He says the book is "a distillation of the fundamental things I

have learned about to teach someone how to fly an aeroplane - properly".

Noel continues by stating that "the first rule of teaching anything is: KNOW YOUR SUBJECT. If you can't fly the aeroplane, you should do the world a favour. Discontinue your instructor training right now and go out and get a few hundred hours of operational flying experience before continuing."

As brutal as that sounds, it makes good sense.

The book looks at topics such as how to prepare a training syllabus, responsibilities of flight schools and one-on-one briefing techniques. The fundamentals of airborne instructional techniques and a method of prac-

▶ Instructing is a balance between being in control without being controlling

tical for perfection both in the aircraft and sitting in the comfort of one's lounge chair, using the 'vivid mental imagery technique' are areas so logical and basic once you read them you can't help but think 'Why didn't I think of that?'

A different slant on the well held view that practice makes perfect is also noted by Noel. It goes something like:

"Good instruction makes for perfection and perfect practice makes for permanency."

Instructing is not an easy path. It is not for the faint hearted or thin skinned. Most of us do it for the joy of seeing our students evolve

and grow as safe, competent and knowledgeable pilots.

How do we get the point of being a great instructor? We could find a mentor on whom to model our instructing style. We should always continue to advance our own skills and knowledge. We should fly and read and fly and read some more.

There are some excellent publications covering the knowledge required to fly the plane and on the theory of why the plane flies. But there are not many which cover the areas of how the student learns to fly. Noel's use of his experience and expertise goes a long way towards achieving that objective.

There are also other factors to consider when planning beyond the technical requirements of each lesson:

Aiming to provide a wide variety of meaningful experiences, while at the same time providing enough repetition and duration to ensure the correct skills are initially formed and continually reinforced is not an easy challenge for an instructor.

The objective is to have our students progress to become pilots with a high standards of skill and knowledge, who are extremely capable, without being over confident. Over confident people are generally more accepting of risk or are partially blinded to it.

And here is some further food for thought from Noel:

'Instructing requires the provision of lots of effective (flying) practice, yet avoiding repetition of tasks that become too easy for the student.

'Instructing is a fine balance between being in control without being controlling.

'Instructing is an art in providing a safety net while gradually transferring responsibility of the learning to the student.'

Ah yes, instructing. We do it because...

Next edition: The Professor will look at ways to make lessons continually informative, interesting and challenging without being overwhelming.

References: www.flybetter.com.au/book-4flightinstructionaltechnique, www.Keys-2drive/helpfultipsforinstructors



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GOOD NEWS



from Bundaberg

by Arthur Marcel

THERE'S more difference between a home built and a factory built aircraft than just the numbers decaled under the wings.

When a home builder discovers a technical fault, his problem ends when he identifies it and fixes it. When a factory discovers a fault, it can be a problem for an entire fleet. And just how the factory responds when it does discover a fault tells you lots about them.

Last year, Jabiru introduced a new kind of gudgeon pin retaining circlip. Not that there were issues with the existing wire one; it had proven itself extremely reliable; but it was not the easiest part to install or remove, and there had been instances of people damaging pistons in their enthusiasm to get it out of its groove. So Jabiru engineers decided to adopt a more conventional eye-hole type of circlip that could be installed and removed with circlip pliers. It was also decided to reduce the size of the clip from 25mm to 23mm. Various suppliers were investigated. The circlip finally chosen complied with the Japanese Industrial Standard. These parts quickly came onto the production line and motors fitted with them were soon being sold.

Not too long after, however, trouble started and Jabiru CEO, Sue Woods, had the first of what was to become many sleepless nights. The first incident was a Jabiru motor failing at Mildura only 19 hours after a top overhaul by an experienced LAME. Examination showed a gudgeon pin had come loose, seizing the motor. The motor had been fitted with the new circlips. The company immediately initiated a discussion on its web 'JabbaChat' forum in relation to the proper installation of the new circlips. As well, it made urgent alterations to its engine maintenance manuals to correctly describe the circlip installation technique. However, shortly afterwards there was another engine failure from the same cause. Again, it had taken place only a short time (20 hours) after a top overhaul by an outside firm.

By this stage, the alarm bells were ringing loudly in the Jabiru sheds. Sue got together a small engineering team. They knew that both failed engines had been fitted with the new circlips. The confusing factor was that many other engines fitted with the new circlips were having no problems at all, and some of them had done two or three hundred hours.

Over the next few frantic days, the team began taking new stock engines off the shelves and out of their wooden crates, pulling them



apart, looking for loose circlips. Engine after engine appeared perfectly normal with the clips tightly fitted into their grooves, until finally, they examined an engine which had a clip that could be rotated. The clip was carefully removed and measured and it quickly became apparent it had been overstressed on installation by being compressed too far with the pliers. As a result, it could not grip the piston groove tightly enough to stop itself rotating. In the two failed motors rotating circlips had chewed their way through their grooves and liberated their gudgeon pins.



Sue then called in local LAMEs and asked them to install circlips as her team watched. Despite being warned about bringing the eyes of the clips too closely together, several managed to overstress them. At this stage a decision was made to pull out all the stops. A directory was compiled of Jabiru engine customers who had bought motors fitted with the new circlips. Sue then got on the phone and tried to call each and every one of them, as well as phoning Jabiru dealers overseas. When she found a motor had been sold on, she made every attempt to track down the current owner.

At the same time, Sue directed Jab's technical writer to urgently prepare an appropriate service bulletin which was quickly published on the Jabiru website and put out to the industry. Sue also made the decision to recall all motors fitted with the problem clips and repair every one of them at Jabiru's expense. This repair involved not just new circlips, but also new pistons, new gudgeon pins, new cylinder bases, O rings, through bolts and nuts. This added up to be a very expensive exercise for the small company, but one they have been prepared to follow through on, in order to protect not just their good name but, ultimately, the lives of their clients (It should be noted it is not always the case that Jabiru covers costs with their Service Bulletins. However, they usually do offer some parts free and also work free of charge at Bundaberg if the aircraft can be flown there).

A new circlip has been sourced, one made by a German company and made to the DIN standard. It is available in both 25mm and also 23mm for engines with the 23mm grooved pistons. It is less susceptible to deformation at installation. However, care must still be taken.

Even in the highly technological world of aviation engineering, mistakes occur. In this instance though, Jabiru picked up the error very early - an error which, incidentally, wasn't fully theirs, and did the absolute utmost to successfully rectify the problem in the shortest possible time. Not only that, they bore all the costs. That is why this is a good news story. Well done, Jabiru. It tells us a lot about why you are a great Australian company. 🛩️



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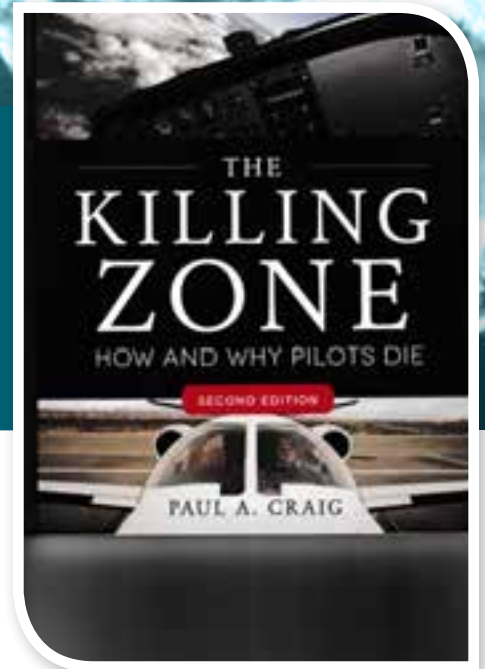
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BOOK REVIEW

The Killing Zone: How And Why Pilots Die



Author: Paul A Craig **PUBLISHER** McGraw Hill

YOU have to admit. Mr Craig's publishers (or perhaps Mr Craig himself) has come up with a terrifying title to his book. It sat on my coffee table for three days before I had the courage to pick it up and read it.

And phew! The first sentence says 'Despite the title of the book, flying is safe'.

Mr Craig is a long time commercial pilot, instructor and educator in the US. Since 2002 he has worked as a principal investigator for NASA and is the author of numerous books on aviation. What he has done is trawl through accident data from 20 years of US National Transportation Safety Board's files to see if he could spot the trends.

And he noticed the group at most risk are the pilots with between 50 and 350 hours in command.

As he says, it's the period when a pilot first leaves his or her instructor behind and goes up on their own. The figures tell the story. In the years 2000 to 2011 there were 1,908 fatal accidents in the US involving a student, private or recreational pilot. In 1,062 of those accidents, the pilot had fewer than 1,000 hours in command and by far, the greatest concentration of accidents was between 50 and 350 hours. The good news is that those figures were at least lower than in the ten years before 2000.

His conclusions won't come as a surprise to regular readers of this magazine. Continued VFR flight into IFR conditions continues to be the bigger killer. Of every 100 accidents which came from flight into IFR, 86 were fatal. The pilots most at risk? Those with between 401 and 500 hours in command. Perhaps it's that period we start to feel like we know what we are doing in the air.

Mr Craig's research also pinpoints to manoeuvring flight as a danger zone, such as flying low level and even incidents when there is an instructor on board. Take-offs and climbing are other areas where the 350 hour pilot is vulnerable.

In fact, throughout the book under subject headings such as Approach and Landing, Alcohol and Drugs, Ice (the weather kind) and Fuel Management, the statistics clearly show that pilots with up to 350 hours are walking through a Killing Zone, hence the name of the book.

It's a gripping and sobering read, and fortunately not couched in academic research terms.

As Mr Craig himself admits, accidents are rare. 'For every fatal aircraft

accident, hundreds of thousands of safe flight hours are flown'.

He says it is also impossible to count the accidents which don't happen. Such as the pilot who lands safely in a potentially dangerous crosswind because many years earlier their instructor paid particular emphasis to that aspect of the training.

Nevertheless, there are parts of this book you will want to read such as 'The 12 mistakes likely to kill you', 'How to avoid and manage danger in the air' and most scary of all, you should take the Pilot Personality Self Assessment exercise to see how you are most likely to kill yourself in the cockpit. 🚫



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2013 GYFTS Scholarship Awards

The Board of RA-Aus is delighted to announce the results of the Giving Young Flyers Training Support (GYFTS) scholarship program for 2013



The following ten applicants have each been awarded a scholarship of \$2,500.00 which has been wholly sponsored by Airservices Australia. The Board and members of RA-Aus acknowledges the support for the scholarship program by Airservices Australia.

JORGIA BROADBENT, 17	GLENREAGH NSW
EMILY COGGAN, 16	MEANDARRA QLD
TOM CRIMEAN, 15	TOOWOOMBA QLD
LLOYD GALLOWAY, 17	TEMORA NSW
NATHAN MASIORO, 15	MORWELL VIC
EMILY PROCOPIO, 17	ALBANY WA
JAKE SALY, 17	BERMAGUI NSW
LACHLAN SEYMOUR, 16	LILLIPUT NSW
SABRINA VENISH, 17	BOWRAL NSW
SAMUEL VIVIAN, 15	COOROY QLD

The following ten applicants have each been awarded a scholarship of \$1,500.00 which has been funded by donations from members of RA-Aus. This fund pool grows each year and the Board of RA-Aus acknowledges the generosity of its members.

JORDAN BLACK, 17	KORORA NSW
ZAYDAN CLEMENTS, 16	CALOUNDRA QLD
LACHLAN GREGORY, 17	GLADESVILLE NSW
SARAH GRETTON, 20	TOOWOOMBA QLD
TODD KAESLER, 17	QUORN SA
ANGUS KNIGHT, 18	JUNEE NSW
TRISTAN PICKERING, 18	HAMILTON VIC
ZAC STEPHENS, 18	BETHANGA VIC
ANGUS WILLIAMS, 17	NARRABRI NSW
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ALERT SERVICE BULLETIN

Rotax 912 and 914 engines

During a production test run, a non-compliance of the installed cylinder head assembly of cylinder no. 2 and 3 (2/3) was detected, which may result in a latent defect on a limited number of engines. The affected cylinder heads may not have been manufactured in accordance with the specification.

This condition, if not detected and corrected, could lead to an oil leak in the intake channel in the area of the valve guide. The affected non-conforming cylinder heads may have small machined through holes, which can increase the oil consumption and can lead to oil starvation, possibly resulting in engine stoppage or in-flight engine shutdown and forced landing, with consequent risk of damage to the aeroplane and injury to occupants.

To address and correct this potential unsafe condition, EASA issued Emergency AD 2013-0055-E to require a one-time inspection of the affected cylinder head assemblies, known to be installed on certain s/n engines and, depending on findings, replacement of the cylinder head assembly.

Since that AD was issued, it was found more engines are likely to have an affected cylinder head assembly installed than initially determined. In addition, it has been found that some affected cylinder head assemblies, identified by Part Number (P/N) 623682 and P/N 623687, have inadvertently been supplied as spares, between 31 January, 2013 and 28 May, 2013.

For the reasons described above, this AD retains the requirements of EASA AD 2013-0055-E, which is superseded, but expands the Applicability to all engines, as it cannot be determined in which s/n engines the affected spare cylinder head assemblies are installed.

This AD also prohibits installation of an affected cylinder head assembly on an engine, or a replacement engine on an aeroplane, unless the affected cylinder head assembly of that engine is inspected as required by this AD

Affected engines:

Rotax 912 A1, 912 A2, 912 A3 and 912 A4 engines, Rotax 912 F2, 912 F3 and 912 F4 engines, Rotax 912 S2, 912 S3 and 912 S4 engines, and Rotax 914 F2, 914 F3 and 914 F4 engines, all serial numbers (s/n).

Aircraft:

These engines are known to be installed on, but not limited to, 3-i Sky Arrow 650 TC, 650 TCN, 650 TCNS and 710 RG; Aeromot AMT-200 Super Ximango and AMT-300 Turbo Super Ximango; Aircraft Philipp (formerly Alpa-Werke; Nitsche) AVO 68 series Samburo; Aquila AT01; Cessna 150 and A150 series and (Reims) F150 and FA150 series; Diamond (formerly HOAC) H 36 Dimona, HK 36 series Super Dimona, DV 20 Katana and DA20-A1 Katana; Evektor-Aerotechnik EV-97 VLA; Grob G 109; Isoire APM-20 Lionceau; Scheibe SF 36R and SF 25C; Stemme S10- VT; Tecnam P 92-J, P 92-JS, P2002-JR, P2002-JS and P2006T; W.D. Aircraft D4 Fascination. 🛩️



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2013 RA-Aus Board Election Statements

Board Members Nomination List 2013

Nominations received as at 4.00pm EST, Friday 31 May 2013

ACT/NSW (1 position) David Caban Greg Doyle Michael Monck Stephen Schmidt Barry Wrenford	SOUTH AUSTRALIA (1 position) Ed Herring - unopposed	SOUTH QUEENSLAND (2 positions) Trevor Bange - unopposed Tony King - unopposed	WESTERN AUSTRALIA (1 position) Edwin Smith - unopposed	VICTORIA (1 position) Jim Tatlock - unopposed
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NOTES ON OPTIONAL PREFERENTIAL VOTING SYSTEM

The Board has resolved to adopt the Optional Preferential System of voting for Board vacancies. This is the method used by the Australian Electoral Commission for the election of members to the Commonwealth House of Representatives and requires that for the vote to be formal, the voter shall mark the candidates in order of preference of the voter, starting with the number 1 for the candidate of first choice and then numbering consecutively from 2 onwards for as many candidates as the voter may wish to state their preferences for. The voter shall mark at least the number of candidates as there are vacancies in the ballot. However, if the voter wishes to mark only one candidate, that candidate may be marked with a tick.

A ballot will be held for the one position available in NSW/ACT. Voting will close at 4pm EST, Friday 16th August 2013. Ballot paper is inserted in copies of the July 2013 magazine sent to members of the NSW/ACT region where a vote is required.

Counting of votes will be by the Optional Preferential System.

I, David Caban of 30 Braye St, Mayfield, NSW, am once again honoured to be nominated for the position of board member for the RA-Aus for the region of NSW which I have held previously. I have been involved with ultralighting for about 24 years and have been a member of the RA-Aus for about 22 years. I presently hold the position of RTO (Regional Technical Officer) for NSW. I have been a level 2 maintenance authority holder for 19 years and, in that time, I have completed many TDP's and UACR's as well as helped with all other aspects of technical issues including accident investigations. During this time, I have also built, repaired and modified many different types of aircraft, usually on a voluntary basis. I am an accredited accident investigator.

You will no doubt recognise me for my contribution to NATFLY where I have been the coordinator for 12 years prior to last year.

From September 2005 to September 2006 I held the Executive position of Secretary of the organisation and from September 2007 to September 2008 and December 2009 to November 2010 as Treasurer.

My ongoing mission as a board member will be to promote the current and future activities available to RA-Aus members and to sup-



DAVID CABAN
ACT/NSW

ply RA-Aus with the views of the members whom I would be representing and also to respond to those members with the feedback on the issues that are concerning them as well as all other aspects of our sport. I believe that RA-Aus is its members and so, as individuals, we need all the support we can get. I don't like bureaucracy or rumours any more than anyone else, so when the opportunity arises to achieve results, I would like to be on the front line where I could better assist my 'team.' My prior commitment to running NATFLY is just one example of this.

I have seen many changes within the organisation over the years and some in recent times that are less than acceptable. We must 'get on with business' and avoid herding cats. I hope that I can further assist the organisation to regain the strong leadership in sport aviation body that we all know and want.

Although the theory of 'a new broom sweeps clean', history and corporate knowledge is

generally maintained with the ongoing commitment of long standing board members.

All those within the recreational aviation fraternity who know me will agree that I am usually ready to offer any assistance and strive to avoid making any promises that are hard to keep. As I am also the RTO for NSW, this could mean 'one-stop shopping' for most members in this region.

I travel extensively throughout NSW during the course of my employment and as such, can visit many locations and assist many members.

I believe in the statement 'minimum cost, minimum regulation and maximum fun' although safety must not be compromised under any circumstances. As I am of a technical background, I am always ready to offer advice or assistance to keep our sport safe and not jeopardise the position of RA-Aus or it's excellent safety record.

I assure you all that I am here for the long haul and will not walk away in the face of adversity.

I urge all members in NSW to cast your vote but not be swayed by rumours.

I have no financial gain from aviation at this time.

Lets get serious: Why would you want to put your hand up for the Board position?

Like the 'silent majority' of RA-Aus members, I have been dismayed and at NATFLY even embarrassed, at the past RA-Aus management's bumbling incompetence, which wasn't even a good fit for what our new GM correctly refers to as 'the cricket club model.' Even as a moderate, seeing both sides at the February Extraordinary meeting, it was a shambles, especially around member respect, financial reporting and the legal position. In addition, I believe the printed exchanges and justifications leading up to it were not appropriate professional responses to be attributed to a Board, if indeed they were approved by the Board as a whole.

I'm embarrassed that while these things were going on earlier, I sat still and 'hoped' as many of us did, it would improve, the result is now obvious to all. Quite typical of a business this size in trouble, the processes being followed are purely reactive and in spite of some fantastic individual efforts, have been ineffective, lacking direction and decent management in the past.

The drivers: Three key things have encouraged me to take this step and whether elected or not, they will continue to motivate me to push harder for the outcomes we all deserve. The drivers are: The need for change is recognised. Clearly the rank and file and finally the RA-Aus Board has recognised this from the Extraordi-



GREG DOYLE
ACT/NSW

nary meeting in Canberra in February, 2013. Clearly things simply have to change and that we are of an organisational size that demands professionalism and transparency from our Board representatives and RA-Aus administration. This serious member commitment is the essential groundswell of a drive to change; we may not agree with the revolutionaries but they have done RA-Aus a great service in shaking us out of our complacency.

The change at RA-Aus has started: At NATFLY I met our new GM and clearly he 'gets it', I continue to hear good things, including from CASA management last week. We will likely get the essential structural and organisational changes and I expect move to modern methods, to help the fantastic team he has with him, to get things done. It is clear the Board has to let the new GM get on with the job of running the association and all its staff; it's not structured that way presently and I believe that needs to change.

The Board needs to change to develop the vision and the strategies: As a significant business, RA-Aus cannot continue to be reactive;

it doesn't work! Any organisation to succeed needs to be directed by an agreed long-term vision and business strategies. Our Board has this responsibility and the responsibility for directing RA-Aus business, while meeting the appropriate interests of its shareholders - us. It must control the RA-Aus set the strategy, policies and monitor the exercise of any delegated authority, i.e. RA-Aus administration, to ensure RA-Aus growth and prosperity. Time for change here for sure and that restructuring of the Board is already agreed, the form is yet to be set.

As a business professional, having had Operating Board experience in both medium size and large companies, I know I can contribute the element of professional experience to the Board.

I am an aircraft importer representing Fk-Lightplanes (Germany), Colyaer SL (Spain) and Alisport (Italy) with no other pecuniary interests that would impact on any role within RA-Aus. I hope I can also represent the interest of importers, who have been hard hit with the financial impact and loss of customer good will around registration issues and incomplete knowledge around UL and LSA approvals. I am an RA-Aus member holding a Pilot certificate, I also hold a PPL and I am a member of the Seaplane Pilots Association. My business qualifications are on <http://www.linkedin.com>, it's easy to join and no cost or spam - take a look.



MICHAEL MONCK
ACT/NSW

I grew up around radio controlled planes so I think that's where I got the bug. From a very young age I was fascinated by anything that could leap into the air and seemingly defy the laws of gravity. I'd play with toy planes, fly models and build hot air balloons just to try and get a bit closer to the sky. In my teens I joined the Australian Air League and took my first 'real' flight at Cessnock. As soon as I was old enough and had the money, I took myself down to the Royal Newcastle Aero Club at Rutherford and began taking lessons. That was in the early 1990's and since then I have gained my PPL and RA-Aus flying qualifications together with various endorsements.

At this time I am an owner and executive director of a company that provides professional advice to bodies, both large and small. The organisations I advise include large corporate entities through to small non-profits and pretty much everything in between. I have served on the boards of several clubs and associations, as well as providing advice to boards of some very well-known Australian companies. In addition to this I have worked internationally and provided advice to many companies and governments throughout the world. My formal

qualifications include a First Class Honours Degree in Economics from the University of Adelaide and a Masters of Business Administration from the University of Melbourne. I have also received training from highly ranked institutions throughout the world, including the US and Germany. In addition to this I am a member of the Australian Institute of Company Directors and I have participated in numerous training events and forums.

RA-Aus is now a large national body and needs to move beyond the aero club style of management that may have served us well in the early days. With revenues in excess of \$2m per annum, over 9,000 members and some 3,500 aircraft on the RA-Aus register, the safety, regulatory, financial and legislative risks we face are significant. As many of you are aware, particularly those who are directly impacted by the ongoing aircraft groundings (at the time of writing there are still some 400 aircraft awaiting registration), RA-Aus has suffered from a lack of direction in recent years. CASA has taken the unprecedented step of restricting our association's ability to operate due to repeated oversights on our part and an absence of effective measures to address deficiencies brought to our attention through a number of audits.

If we are to provide an environment in which our members' can engage in flying that is affordable and relatively free of red tape, then I believe that we need to have systems and processes in place to satisfy the appropriate au-

thorities that the risks and challenges we face are being adequately managed. The current situation at RA-Aus is one where this is not being done effectively (as has been demonstrated by CASA revoking the authority to register aircraft) and our privileges are under threat.

We need a board with the breadth and depth of experience, knowledge and skills to move our association forward. We need to change the way our association works from an ad hoc reactive organisation to one where member's rights are protected through proactive efforts. We need to use member's funds to provide services that offer value, shield pilots and aircraft owners from the bureaucracy that is CASA and provide an environment where we can fly without worry that our registration or pilot certificates are under threat. My formal qualifications, skills and experience will help RA-Aus move towards a future that allows us, as an organisation, to achieve these ultimate goals of fun, safe, affordable flying.

Should anyone wish to discuss my board candidacy I am available via email at monck.m@internode.on.net or mobile phone on 0419 244 794.

My business derives income from consulting on management issues to various companies which includes airlines and airports as well as numerous government departments with respect to aviation related matters. I have no income derived from aviation in relation to the type of aircraft and flying overseen by RA-Aus.

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I wish to be considered by RA-Aus members for a position on the RA-Aus board to contribute to the good governance of the organisation.

The RA-Aus has enjoyed considerable growth over recent years which has presented a number of challenges for the organisation. These challenges have focused many members on organisational effectiveness and service delivery. Trawling through various forums, you quickly come to the conclusion that a number of members are not happy.

We can dwell on the past or move forward with a vision and governance model that looks to the future.

A vision of RA-Aus as a peak entity for recreation flying in Australia will only be possible if there is trust from its stakeholders. Trust is earned and, likewise, will only be possible if the RA-Aus delivers on its regulatory obligations to CASA, provides valued member services



STEPHEN SCHMIDT
ACT/NSW

through effective and efficient processes and engages with the wider Australian community in a positive and contributing manner.

I am currently a Chief Finance Officer for a not-for-profit company that has a \$200 million turnover.

I have formal qualifications in accounting. I am a fellow of CPA Australia and have membership with the Australian Institute of Company Directors. Over the last 20 years I have headed finance and corporate services teams in a number of not-for-profit peak entities across several membership and profession based organisations.

Recently I noticed my logbook tallied 30 years of flying across several aviation disciplines. Over that 30 year period, I have been involved in many flying clubs and support groups, often as Treasurer.

I am currently independent of any aviation organisation that might give rise to a conflict of interest.

If elected I would bring to the RA-Aus board financial and operations skills and insight relevant to not-for-profit organisations that often operate in politically charged environments.

The challenges faced by RA-Aus are not unique. The organisation comprises many skilled staff and volunteers who have passion for the advancement of recreation flying in Australia. It is with the harnessing of this passion and the adoption of good governance frameworks, that the RA-Aus will deliver outcomes that members value and emerge as a partner to CASA in recreation flying in Australia.



BARRY WRENFORD
ACT/NSW

The consultant's recommendations to the board are that the RA-Aus has to be run as a business, with the board members reduced to an optimum six, with all having a business background. My past experience seems to qualify, and I offer my services for this difficult task of reorganisation.

BACKGROUND

Business experience:

1954 to 1977. Worked in a private, rapidly growing surface coatings company, which passed through many growth steps which RA-Aus is now overcoming. Trainee to Chief Chemist to Technical Director on the board. Much

marketing/business training and designing automated production lines with overseas travel and customer contact.

1977 to 1980. Acted as consultant to the company while starting the family owned Alpine Soaring at Jindabyne as a high altitude gliding centre.

1980 to 1990. Operated Alpine Soaring with many club visits, without accidents or incidents, and flights up to 32,000ft. Also large format professional photography business recording every aspect of the Snowies.

1990 to 2000. Pioneered and operated a small computer-based desktop publishing/marketing business before this existed elsewhere. Board member of Tourism Snowy Mountains.

2000 to present. Fully retired having built four kit aircraft.

FLYING BACKGROUND

58 years of safe flying and gliding. 10,000 landings in some 100 types of aircraft.

1955 to 1964. Trained in Tiger Moths with Royal Aero Club of New South Wales. Flew every single-engined aircraft.

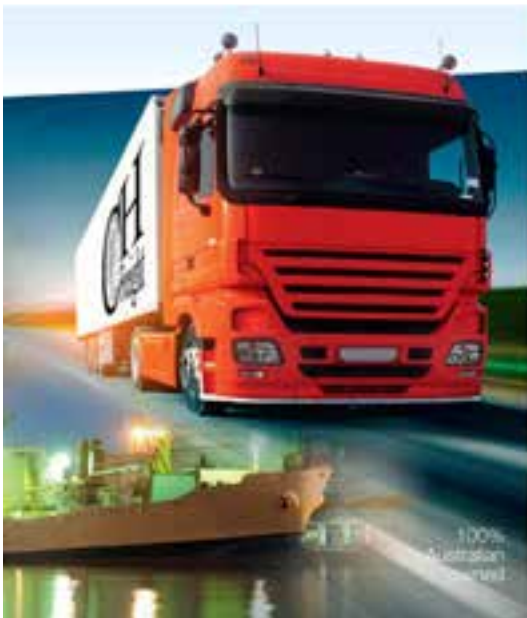
1964 to 1977. Converted to gliders and flew tug aircraft. Tug master, instructor, club secretary, CFI, National Gliding School instructor. Competition gliding.

1977 to 1990. CFI and operated high altitude soaring centre in the Snowy Mountains. Gliders, motor gliders, tugs. Detailed study of wave, inversion wave and rotor, passed on to power and gliding community.

1993 to 1997. Paragliding.

1997 to present. Built four aircraft. Helicopter flying, Technical Councillor and Authorised Person for SAAA. Senior instructor with RA-Aus. Currently Level 2 maintenance, with maintenance/repair authorisation for gliders and motor gliders and thinking of building something else.

I have no income from aviation related interests.



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2013 BOARD ELECTION



**ED
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My decision to nominate again for the South Australian RA-Aus Board position is simply because we have a mountain of unfinished work in front of us and I do not give up easily. You will all be aware that it has been a tumultuous period in the history of the AUF/RA-Aus, but I believe we are actually heading in the right direction. A lot more work needs to be done to stay on track but as a Board we have recognised that we have had the wake up calls that we needed. Therefore, if I am given a further opportunity to represent South Australian members, I will be proud to do so.

If re-elected, I will continue to invite all the various RA-Aus groups and clubs, as well as individuals interested in South Australia, to nominate (or volunteer) a delegate to meet with me from time to time to discuss any concerns and for me to update them on RA-Aus happenings. This may be face to face or electronically. I will continue to be available for any member to contact me by phone or email at any time

I have been very pleased that SA Members have, in fact, frequently contacted me with various issues and I trust that in most cases, I have been in a position to offer assistance. I am of the firm opinion that members must have easy access to the local Board member representative to be a true advocate for the association and its members. I am confident this has been the case since my election in 2011. But it is up to the general membership to make that decision.

I am determined to play my part in keeping members informed unless issues under discussion are in camera or during any tender process for obvious reasons.

The RA-Aus is a membership organisation and must be treated as one. All members must have access to information on how their organisation and their money are being managed.

It is up to you as an SA member to make a judgment on my past performance whether you feel that I should continue in the role or not. Every vote is important, so I urge you vote to show the other states that South Australian members do care about the organisation and the manner in which it is managed.

While it is my intention to stand again as the South Australian RA-Aus Board representative, I have already discovered that 'Rome wasn't built in a day,' so I am under no illusion I can change the world overnight, but I will continue to strive for the long term goals needed for our great organisation.

Board members have the responsibility to work together and MUST work together to achieve the organisation's goals!

I have no primary commercial interests in Aviation. My full time employment is as the General Manager of a successful transport business having been in that position for the past 15 years. I am the CFI of Goolwa Recreational Flying School and, as such, promote recreational aviation and all categories and types of aircraft. I am an RA-Aus Pilot Examiner which enhances my services

to our organisation and its members.

I am a member of the Sport Aircraft Club of South Australia Inc., a group of enthusiastic builders and pilots of sport and recreational aircraft. I am regularly in touch with aviators who are both professional and recreational pilots from all walks of life. I value the opportunity to tap into their vast experience.

People who know me personally will agree I respect the opinions of individual aviators and enjoy their aircraft.

There is no doubt that the modern recreational aircraft has been the primary reason behind the enormous growth of RA-Aus. As an RA-Aus member I am, of course, a beneficiary of having access to these types and enjoy the privileges of being a member of our great organisation. We must, however, remember where we came from, and ensure that we preserve, maintain and promote 'grass roots' aviation and encourage pilots and builders in their endeavors to achieve safe low cost flying with both factory and amateur built and CAO 95.10 and CAO 95.32 built aircraft.

Along with my absolute passion for aviation, I have the management skills and aviation background required to continue to represent all RA-Aus members. I am of the firm opinion that we are all equal in aviation.

Once again, I do sincerely ask that at this election, all members consider their voting options carefully but above all, actually take the time to vote. Apparently only about fifteen percent of us normally bother to vote, and if you forget to put your member number on the form it is invalid, so let's make a change so that together we can make a difference! My pledge to you, is that if I am successful, I will continue to work for you the members.

Briefly, my aviation experience started when I achieved a lifelong dream to fly in 1987 when I trained for my unrestricted Private Pilot's Licence in Mount Gambier in the South East of SA. It was also in Mount Gambier I was introduced to what I considered at the time and still do, 'real flying' when I joined the AUF and converted to a Hughes Light Wing. It is interesting that I remember my GA mates at the time thinking that I was crazy - that was until they had a go themselves. Then along came the first of the Jabirus in the flying school and as they say the rest is history. Eventually I became an RA-Aus Instructor, CFI & Examiner, which are some of the tools which allow me to mentor others.

I love to fly my powered parachute which is a lot of fun and I try to fly and share the passion as much as I can. In my opinion its real 'grass roots' flying.

The biggest thrill I get out of recreational aviation is being in a position to mentor students and pilots alike and also being in the position to learn from their experience, I will never want to stop learning from others.

If I am re-elected as the South Australian RA-Aus Board representative, I will honestly and transparently represent all members to the best of my ability. I have always been a great listener and I am looking forward to the opportunity to represent South Australian RA-Aus members if you so wish. I am contactable on the number at the front of the magazine should members or prospective members have any questions or comment.

JOHN WALMSLEY CFI

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TREVOR BANGE SOUTH QLD

I am pleased to accept nomination for election to the Board of RA-Aus. If elected, I hope to use my experience, skills and enthusiasm for the benefit of all members, and return RA-Aus to a position of leadership in the recreational aviation community.

I reside with my wife, Janet, at Clifton in South East Queensland. My love for flying and helping others started in earnest when my father purchased his Porterfield aircraft back in 1955. I took up gliding at age of 15, advancing to glider towing in Tiger Moths, glider instructing and aircraft maintenance.

I retired from my nursing career in 2002. The Darling Downs Sport Aircraft Association (DDSAA) then decided to establish a recreational flying school at Clifton airfield. I took on the role of voluntary Chief Flying Instructor and Engineer for the Lone Eagle Flying School. I am now a Pilot Examiner for RA-Aus.

Aviation Administration Experience:

I've held committee positions for both the Darling Downs Soaring Club and the Darling Downs Sport Aircraft Association for over 45 years. I have been honoured with Life Membership of these organisations.

My gliding administration roles included Director of Engineering and Instructor Training Courses, and Queensland Technical Officer Airworthiness for Gliding. In 2001, in recognition of service to the gliding movement, I was presented with the

Fred Hoinville Award by the Gliding Federation of Australia.

I was a staff member and a Flight Commander within the Air Force Cadets for 35 years, and served on the board of a Toowoomba credit union, including two years as Chairman.

For 10 years, I have represented RA-Aus on the CASA South Queensland RAPAC committee.

Since 1982, with the support of my family and the members of the DDSAA, I have organised and run the successful annual Clifton Fly-In.

I was heavily involved with the development and assessment processes for the DDSAA youth flying scholarship programme, which eventually became the model for the RA-Aus GYFTS scholarship program.

Over the past two years (or more), RA-Aus has experienced multiple crisis situations that have seriously harmed RA-Aus' reputation. The Board has allowed poor management practices to persist and has failed in its duty to RA-Aus members.

One of the results has been the CASA grounding of hundreds of aircraft for considerable periods. During this crisis, information to members has been poor, even to those unable to fly their aircraft because of RA-Aus' record keeping deficiencies.

Only after concerned ordinary members demanded the Board front a General Meeting to account for their failures, were commitments made for serious change. Months later, the Board does not appear to be following through on these commitments. It is clear that any opportunity we have for a better future will not be realised if the same people are returned unopposed (as has happened in the past).

I urge you to use your vote to replace the current Board with new representatives who have dem-

onstrated their commitment to recreational aviation and who have developed management and communication skills over many years.

RA-Aus urgently needs open and honest governance, as well as proactive, intelligent, collaborative management. RA-Aus also needs a more inclusive, member consultative approach, to the way it does business. We do not need the secretive 'now, don't you worry about that' approach for which our current Executive is famous! Time is running out on RA-Aus. Basically, we cannot afford to have previous mistakes repeated.

We also need a Board that fights for members' benefits, such as better insurance premiums and fuel discounts.

RA-Aus needs dramatically improved modern record keeping processes, utilising modern technology with good offsite backups. The unreliable paper-based systems of the past need to be replaced.

We need a Board that will commit to abiding by the RA-Aus Constitution, the CASA Deed of Agreement and Corporations Laws governing associations like RA-Aus. The current Board failed on all three counts!

Finally, I would like to declare that I receive no personal income, remuneration, gratuities or honorarium from instructing or maintenance from my voluntary involvement with either of the not-for-profit clubs.

My only commercial interest in aviation is the small return from aircraft domiciled at Clifton and any casual assistance to RA-Aus with my PE rating.

Members can contact me by phone on 0429 378 370, or by email trevorbange@bigpond.com.

Now is the time for change. Only YOU can make the difference.

I have been an RA-Aus member and pilot since 2001 and an aircraft owner since last year. I have no commercial interest in, or any income from, any aviation related activity. I work as a project manager and IT consultant and have extensive experience in private and public sector organisations managing large teams and budgets in the many millions. I believe my professional background has equipped me to make a strong contribution to the improvements RA-Aus needs.

RA-Aus is not an aero club, and it can't be run as if it were. It is a multi-million dollar enterprise with significant regulatory obligations. The challenges RA-Aus faces, both present and future, cannot be successfully met unless RA-Aus has a Board that recognises this and understands the difference between governance (the job of the Board) and management (the job of the staff).

Unfortunately, our current Board has not demonstrated the required capability. In May, six months after the crisis began, there were still around 600 aircraft grounded due to registration issues. CASA issued multiple warnings over a period of 12 months before suspending RA-Aus' authority to register aircraft last November. The failure to adequately respond to those warnings, to ensure RA-Aus had appropriate systems in place, to recognise the scale of the problem and to adequately resource its resolution are failures for which the



TONY KING SOUTH QLD

Board must be held accountable.

There are numerous other examples of the Board's inability or unwillingness to adhere to sound corporate governance, or even to comply with the Constitution, the Deed of Agreement with CASA and the various Acts to which RA-Aus is subject. I believe these issues are compounded by a culture of secrecy, denial, bullying and cronyism that the Board has allowed to develop.

You have an opportunity to change RA-Aus for the better by electing Board candidates who have the skills and experience to govern RA-Aus properly, for the benefit of all members rather than just the 'old boys club.' You don't have to accept a Board where the majority are asleep at the wheel and apparently content for one or two individuals to treat RA-Aus as their personal empire whilst treating members' concerns with contempt.

If elected to the Board, I will work to improve its openness, transparency and accountability. I will work to ensure RA-Aus' systems, technology and

processes are updated as a matter of urgency. I will also work to keep the Board focused on strategy, governance, policy and representation, leaving the day to day running of the organisation to those employed for the task.

I believe our safety is compromised by the current approach to accident and incident reporting and I will work with stakeholders to develop and implement a more open and timely solution. I will seek to initiate member benefits programs such as discounted insurance, fuel and other services of interest to flyers. Members of other much smaller aviation organisations have enjoyed such benefits for years; why haven't we? I will seek to have RA-Aus lobby regulators and airfield owners for improved access to mogas at airfields, and for reform of the ASIC system. I will also initiate and maintain regular direct communication with the members I represent.

RA-Aus is the largest sports aviation body in Australia. It should be the leader; the one others seek to emulate. As a member representative for South Queensland I will work to achieve that goal.

Would you feel safe in an aircraft that's been looked after the way our Board has 'looked after' RA-Aus over the past couple of years? If not, use your vote to make a change. Should you wish to discuss any issue related to RA-Aus, please email tking58@gmail.com or phone 0400 226 275.

2013 BOARD ELECTION



**EDWIN
SMITH
WA**

I have experience in a number of aspects of recreational aviation, including previous board experience.

My early flying experience was in a classic rag and tube aircraft and I am passionate about preserving the original freedoms of rag and tube and home built aircraft and continuing to promote the safe flying and maintenance of all of our grass roots aircraft.

I have also built, own and fly an excellent local aircraft and, as a Level 2 maintenance authority holder, I have run a number of workshops for members on practical exercises such as weight and balance, engine and airframe maintenance and the keeping of appropriate records related to aircraft operation and maintenance.

As a CFI of my flying school, I remain current with the CAOs and CARs and I am concerned about the increasing regulation of recreational aircraft. If this is not addressed by our organisation we risk having imposed upon us a model that is more demanding than that which governs general aviation, a trend which needs constant monitoring. I see it as a duty of our organisation to examine very carefully any change to our operating requirements to ensure we do not restrict our rights and freedoms through over regulation, while ensuring we have sufficiently robust governance to keep externally imposed regulation at bay.

Member service is an important board function. We need a better communication channel with our members for the exchange of information significant to the matters that affect our operation. At present, it is difficult for an elected representative to make regular contact with the people they represent. I would like to see an email link established that would give board members a simple way of getting in touch with their mem-

bers to advise of local events, things of interest at an association level and to invite input on policy and operational matters and other day to day matters. It should be possible to build this into our website in a way that would not necessitate individual board members collecting email lists and contact details but through an automated contact through information held on the existing database. This would greatly improve member service and member representation.

I undertake to give good service at both the local level and as a responsible board member to see our organisation move forward in the future as a significant part of the aviation community.

Declaration of Aviation related interests.

As the CFI of Howatharra Aviation, I may earn remuneration from flight training and as a Level 2, I may also earn remuneration from the maintenance and repair of aircraft. I am a director of Howatharra Investments which engages in the importation and sale of RA-Aus type aircraft and acts as agent for others engaged in similar business activities.

Declaration: I am an authorised L2 (Electrical/Avionics) and run a small hobby business assisting RA-Aus aircraft owners on an occasional basis which generates a small income (less than \$2500pa).

Summary:

Hello to all RA-Aus members. I am the current Victorian Board Member; I have served for the past eight months and wish to re-nominate for a further two years.

Firstly, I would like to update you on the progress of the past six months and what I have focused on achieving in our organisation. My first impression as a Board member was not a positive one. History indicated that the RA-Aus Board was not working as a team, but as a collection of individuals with different viewpoints and objectives. This division, coupled with the use of email as a primary communication medium, resulted in many personal conflicts.

My immediate action was to encourage better communications, both internally between Board members and externally to the RA-Aus general membership.

I believe that some of the issues challenging RA-



**JIM
TATLOCK
VIC**

Aus at present are the result of past inadequate recruitment, and so I proposed the use of a recruitment agency to assist RA-Aus to employ high calibre personnel to adequately address the current issues, and server the future needs of the organisation.

The successful engagement of the recruitment agency has delivered what I believe is an excellent team. This team is energetically working on an action plan to address the backlog of issues.

The team is working on the outcome of CASA audits as a high priority. The RA-Aus failed to adequately address and take action on the audit findings, nor had the Board been sufficiently informed as to the status. The result of which was increased scrutiny from CASA, in particular, record keeping. Most general members will have heard or quite possibly felt the repercussions of the office and Board's inaction in this respect.

The path forward: If I am re-elected to the Board it is my intention to continue to promote better communication. I will focus on improving the operational level of the Board from day to day activities to better long term governance of the RA-Aus. I will do this by ensuring the Board delivers a business plan to capture and action the current known issues as well being prepared to manage and serve the growing membership. I will strive to ensure systems are in place that will prevent a recurrence of the past registration issues and to provide better financial controls and reporting, with improved visibility to our members.

I support the RA-Aus endeavor to preserve airfields and airparks, and will actively work towards saving fields that are under threat. I will continue to seek improved insurance for the members as a collective; there is no reason why this is not possible.

I also support further endorsements for those that want them including controlled airspace access and heavier two seat aircraft.

I hope I can rely on your support in the upcoming elections and I am happy to discuss any matters further via phone on 0403 228 986 or come and visit me at Lethbridge Airpark sometime.

GET INVOLVED!

RA-Aus needs you to get involved. Learn all about the candidates standing for your region. And vote. The voting paper and a prepaid envelope for NSW and ACT members is included in this edition.





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members' market

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2760 JABIRU J230C



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3012 JABIRU J200B 19-4103



Avalon Winner 2007, best overall recreational aircraft. Excellent condition always hangared. TT435hrs serviced every 25hrs. Microair radio, Garmin 296 and 95 GPS. Low fuel light, heater, 2 strobes, manual flaps. Nil Accidents. \$72,000 or near offer. Ph 0428 536 338. Email bevanlane@bigpond.com

3028 FLIGHTSTAR 11 SC



Brand new 2 seater. Protective covering still on doors and windscreen. Airframe 0 hours. Engine 0 hours. HKS 80 HP fuel injected turbo with intercooler. Aerolux 3 blade adjustable prop with spinner and individual blade covers. Hydraulic disc brakes. Carpeted interior. Easy clean Mylar flying surfaces. ASI, VSI, Tacho, Manifold pressure, Slip indicator. \$39,500 complete or if desired, \$29,500 minus engine and prop. Ph. 0419439976. Email formefitness@bigpond.com

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3113 SPORTSTAR SL



Bargain low hour Sportstar SL, private use, 215 hours approx TTIS. Dynon D10A EFIS, almost new Varia 2-blade in-flight adjustable prop, Garmin GPS495 AirGizmo dock, electric t&b. Whelen LED landing light and external power socket. 600kgs MTOW. L2 maintained, RA-Aus registered. \$93,000 no GST. Please call Mark 0414 642 340

3125 BRUMBY LOW WING J600



(Experimental) Jabiru 3300 engine. TTSN 100hrs. Standard Instrumentation. Call Paul 0414 677 971 or 02 6341 1635

3154 JABIRU J230-D



J230-D Rego 24-7370. Factory Built Dec 09 TT325Hrs Factory Option 6 Panel. Dynon 180 EFIS Garmin 495 Gps, Microair Radio and Transponder Led Navigation and Strobe Lights Always Kept in Hanger Nil damage in perfect condition. Full window covers included. \$85,000 ono Contact David 0407 008 896 or email davidg@fnoc.com.au

3158 10-3025 KARAONE



Reluctant sale due to ill health, Rotax 503 two stroke electric start. Single seat, GPS, Icom Radio. Hangared at Narrogin Western Australia. Good condition. \$10,000.00 ono. For more information phone 08 9419 3408

3172 PEGASUS TRIKE

32-3908 - X1-Q is 2 place microlight. Has 347 TT on Rotax 462 engine and airframe - registered to May 2014. Trike in very good condition and always hangared. Helmets intercom and base covers with sale. Full history of maintenance. \$8,000.00 - Ben on 0417 262 330. For pics bennyd@live.com.au

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3176 STORM 300 SPECIAL



Level 2 owned and maintained. 912S 100hp Rotax 780 hours. In flight adjust prop, KT79 transponder, 2X VHF radios Lightspeed headsets, carb heat, AH (Vac) Garmin 196 GPS, Man pressure, ASI, ALT, CHT, fuel, oil temp and press \$62,000 no GST for quick sale 0419348288 or pbugg@onthenet.com.au

3178 JABIRU J120-C



24-7002 Factory built December 2008. 400 hour service just completed, hydraulic lifter engine, all AD's complied with. Extras include, 6 inch wheels, cabin heater, transponder, VSI. A great first aeroplane. Hangared Northam WA. Will relocate for buyer if required. Asking Price \$47500. Contact Steve on 0416 654 428

3195 2010 PARADISE P1



Total hours 480, beautifully finished and well instrumented including Dynon D10, AirMap EKPiv GPS, PCAS, IC-210 radio, Garmin mode C transponder, A/P. Rotax 912 ULS engine, Airmaster constant speed propeller, cruises at 100 kts burning 17.5L/hr, 2x50L tanks, Mogas or Avgas. Plenty of luggage space. Contact 0439620158 - \$95,000

3203 FLIGHT DESIGN CTSW



435 hrs TT engine and airframe, 7+ hrs endurance @ 18 lph, 110-120kts cruise, VHF, Dynon EFIS, Mode C, 50kg luggage. Owned & maintained by L2. \$99,950 ONO No GST. There is no better aircraft advertised here. 0419368696

3209 X-AIR A1 CONDITION



TT 361 nil incidents, Rotax 618eng (RAVE) for high altitude. 3 blade Bolly prop. Modified HD undercarriage, wide wheels, always hangared, yellow and green, new tail cloth. Dual headsets, intercom, radio plus UHF. Alt, compass, IAS, slip ball, EG's, eng

instruments \$17K. Contact 0416 204 472, roaroo12@yahoo.com.au

3213 FOR SALE JABIRU J-230D



Airframe 940 hours, latest factory reconditioned engine 40 hours. Dynon 10 Efi5, plus analog instruments, Garmin 296 colour GPS. Transponder, external charge connector, external recognition light. Lambswool seat covers, adjustable rudder pedals, wheel spats, fin strobe. L2 maintained, always hangared original owners. \$83,000 incl GST, phone Bill 0429 054 205

3218 SKYRANGER SWIFT



240TT Always hangared, Rotax 912 ULS 100hp, XLAM Covering, 90L Tank ICOM A200 Radio, SoftCom Intercom, Precision Vertical Card Compass, Duel Magnum Strobes, adjustable carb heat, Garmin 96C GPS. \$40,000 Contact Doug 0400 737 911.

3222 J170 19-4969



2.2L hydraulic engine, 330hrsTT, built 2007, ex cond, wet wings 135L, elec T&B, fuel flow meter, Lowrance 500 GPS, all current mods done, 10ply tyres, based at Mildura, Vic. REDUCED TO \$53,000. Ph Tom on 0428 562 020

3225 CORBY STARLET

Most timber & plywood required for construction. Timber is Perfectus (the best) & plywood is aircraft grade Finnish birch to GL1 spec. Also metal fittings, tank, NZ fibreglass tips & spats, plan set, newsletters & more. For details email Colin.juliecolingamble@bigpond.com

3227 JABIRU J120C



November 2009, 313.2 hours total time airframe and engine:- Altimeter, ASI, MicroAir radio + intercom with two headsets, Davtron chronometer, Oil pressure, Oil Temp, C.H.T, Volt meter, Slip ball, V.S.I, Tacho, landing light and strobe, Colour 296 Garmin GPS. Always hangared, perfect presentation, nil accidents never used for training. QLD \$47,750.00. Ph Owner on 0423 532 621

3230 JABIRU FOR SALE



2008 model factory built, Sensinich prop, option 2 panel with additional 6 channels EGT and CHT digital display. Currently 720 hrs, impressive performer all AD's up to date... mechanically A1 couple of minor scratches here and there on the paint. \$88000.00 ono, contact Chad for more info... Mob 0405339858

3233 SAPPHIRE



447 Rotax 200 hours, alloy wheels, wheel brakes, four stage flaps, spoilers, side opening canopy. Icom A22 with headset. Well maintained and always hangared. Excellent condition. Selling to make room for new aircraft. \$18,000 0427 464 105 based at Temora.

3237 QUICKSILVER GT500



Two place - dual controls. Airframe 330 hrs, Rotax 582 Engine only 90 hrs since rebuild. 2 x ALT, VSI, 2 x EGT, Water, Fuel, Volts, Taco, Hour, Radio, Intercom, 2 x headset helmets, GPS 55, 64 lts Wing Tanks Flaps, 1000 FPM Climb, 70 knots cruise, New Tyres, New Brake Pads, Tail Boom Ground Support Foot, Video Camera Mount. Good condition, \$18,000 ONO Phone Neil 03 9737 9155

3238 AIRBORNE WINDSPORTS



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3242 FOXBAT A22LS



TT 750 hrs. Rotax 912 100hp. L2 maintained, always hangared. Excellent Condition. All AD's complete, incl. new legs. Warp Drive Prop. Strobes. DI. Type training by arrangement. Photos available, e-mail andrew@

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3243 SEAREY AMPHIBIAN



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3245 EVEKTOR SPORTSTAR - PRICE SLASHED



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3249 1/6 SHARE JABIRU J230D

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3252 FOXCON TERRIER



838 TTIS ea81 Engine New Propellor & Tyres Micro Air Radio 2 headsets Standard Instruments Garmin GPS Ballistic shute Cruises 85 95 kts Hangared S E Qld Selling lack of use \$28,000 pilot00lw@hotmail.com 0466966259

3266 FOXBAT A22

24-4548 colour:- Yellow, 468 hrs, Std instruments, Garmin 296GPS, X-com radio, 2x Head sets, stobes, Aircraft cover. Location Drouin \$70,000. Ph Trevor 0438619116 kaydan@dcsi.net.au

3270 AIRBORNE XT 912 TRIKE



Airborne Microlight XT tourer trike, Rotax 912, 4 stroke engine, Streak 3 wing, Microair M760 dual comms radio, large windscreen, log book, manuals, registered RA-Aus till 27/9/2013, always hangared, privately owned, excellent condition, lots of extras. \$39,900 Ph

0429 6199 87. flblainey@gmail.com

3281 RALLYE MS 80B



All metal aircraft, was VH REGO currently RAA. Continental O-200 Motor, 70 hours since full overhaul. \$28,000 spent. All typical engine and flight gauges, GPS. Total airframe hours 1070. Spare fuselage and wings available. This is a nice aircraft for its age. terryroyjones@gmail.com Price \$29,000 ONO Contact Terry 0427748094

3292 ARION LIGHTNING



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3295 JABIRU 2200

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3301 SAVANNAH - STOL



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3304 TEXAN TOP CLASS SPORT 550



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3309 THRUSTER TST



Good condition, always hangared. TT 1292 hours,

348 hours Rotax 582 motor. Heavy Duty under carriage. Intercom with 2 head-sets, UHF Radio. Very reliable, making room for new aircraft. \$12,000 All reasonable offers considered. Contact Anthony 02 69 938189 or 0429 938189

3312 ALLEGRO 200



Allegro 2000, twin Seater, full panel with all, radio + headsets navigation equipment, Rotex Motor. Beautiful little plane well serviced + hangared in Kyabram Vic. 361.4 hours since new No damage history. \$55,000 ONO. Call John 0427156327

3315 JABIRU - SHARE THE DREAM



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3322 FOXBAT A22



1800tt. Rotax 912s 100hp with 704 since new. Lots of fun to fly, very responsive. Stall 28kt, cruise 90kt, VSTOL, takeoff in 30m. Standard instruments. Never damaged. Can fly without doors fitted. Brand new Foxbat has arrived. Located Forbes NSW. Reduced to \$50000 plus GST. Must go! Call Gary 0458576667.

3323 ZODIAC 601 XL-B



ZenairAustralia is upgrading its 601 XL-B, Rotax 912 S (100hp) MTOW 600kg, Upgraded to 650 Canopy, Crusie 105kts , Dynon D100 with auto pilot, Mode C Transponder, Garmin 196, Wing lockers, A great aircraft for touring or just a local flights. \$65000 Bendigo. Ph 0417 121 111

3330 HUGHES LIGHTWING HELLVIEW GR 912S



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3331 LIGHTWING GR 582 BONNET AND COWL

Lightwing GR 582 Engine bonnet and cowl. White in colour excellent condition. \$300 026796203

3332 FLIGHT DESIGN CT2K



CT2K, 2004, 775 hrs, 100 hrly completed, complete L2 condition report done, L2 maintained, hangered since new, adj 2 blade prop, 50 kg luggage, 16 lbs ph @ 110 kts@ 4300 rpm, cruise 120 kts, rate of climb exceeds 1200 fpm, clean reliable. \$77,000. Brian 0419156133 Mark 0419883807

3339 LIGHTNING LSA



LIGHTNING LSA GRT Glass cockpit, GRT Engine monitor, Auto pilot, Garmin radio, Transponder, Garmin 695 GPS, PS Intercom, Kannad ELT, Park brake, Electric trim and flap, Jabiru 3300 engine. Always hangered and in excellent condition. \$105,000 ono Phone 0408813501 South Australia

3346 PEGASUS QUANTUM 582



Beautiful condition, always hangered. Key and pull start, full suspension, radio, helmets, headsets, intercom, covers. In storage for past 2 yrs. Have no further use. Regretful sale. \$8,000 ph Andrew 0408131587 TAS

3352 WANTED

WANTED--ALL INSTRUMENTS suitable for Zodiac 601HD equipped with lycoming 235 engine, ALSO brake master cylinders (even to be reconditioned) and any service or operating manuals for this model a/c. shackleton210@gmail.com 0427194235

3356 SKYFOX CA-22 "FOX 767" - FOR SALE



Nil accidents or training. 'Fox 767' will not disappoint any buyer. Seen in (RA-Aus Calendar and articles, Avalon Air Shows, fly-ins and on-line sites) - it catches people's attention. Rotax 912A, GA panel, Garmin GPS, VHF, UHF transceiver and Fuel Monitor. All ADs done. 100-hourly done prior to delivery/hand-over. \$32,500 nick@vk3ty.com 0419 305 554

3357 FOURNIER RF4D

Fournier RF4D, expressions of interest sought. I am only the second owner of this aircraft. Overhauled Magneto and ignition harness. New five point harness. Aerobatic. Paint and interior in excellent condition. Complete documentation from day one. \$39,500 Pictures on request. Tim 0408 659 389

3358 SKYFOX GAZELLE



good aircraft 900HRS T/T all new hoses top overhaul new tyres basic panel cheap to maintain nothing to spend \$29500.00 ph 0428582217

3359 SWAP/TRADE RADICAL SR3 FOR JABIRU 230



Swap/Trade 2009 Spec. Radical SR3 Sports Car. Rebuilt motor, gearbox, and diff. Checkout details www.my105.com.au i.d. 13346 Valued at \$65,000. (can deliver) for Jabiru 230 of similar value / cash adjustment. Phone John 0419485525

3360 JODEL D18 PROJECT



Complete Jodel D18 Project Complete Airframe. Fuselage and empennage covered. Wing complete but need to be covered. U/c and control lines completed. New Rotax 912 fitted, all flying and engine instruments fitted. Needs assembling and paint. \$24,000 0417 586 012

3361 THRUSTER T85SG



Aircraft has been fully rebuilt within last 12 months. Including, brand new Rotax 503 DCDI, with B Box, & new Sweetapple Prop. Immaculate Condition. \$8,500.00 ono Ph: 0418637021

3362 2008 AIRBORNE EDGE XT MICROLIGHT



2008 Airborne Edge XT Microlight. XT Outback, tundra, cruise wing, Garmin, UHF. Radio, headset, intercom, helmet and flying suit included, only 200 hours. Rotax 912 4 stroke. \$45,000. Hangered at Latrobe Valley Airport. Traralgon. Ph 03 5176 2625.

3363 JABIRU SP 500. 2.2



Always hangered and in good condition. Seat Covers Micro Air VHF, Mode C Transponder. Stand By UHF. GPS. Solidlifter engine All ADS up to date. 2 Head sets (Pilot ANR BOSE. Vac Pump (DG and AH) \$35000 sparrowj@adam.com.au 0883836140

3364 CTSW FLIGHT DESIGN



2006 \$98,000.00 (no GST) Located Deniliquin Reg: VH-CTD Total time 487 (engine and prop). Engine Rotax 912ULS 100HP. 2 Seats. Always hangered. Economical cross-country tourer. Max T/O weight 600kgs. Dynon EFIS D100 PFD and D120MDU flight and engine instrument display. Can be Registered RA Aus. \$98,000 Contact Geoff 0427815111

3365 WANTED TO BUY

We would like to buy a 503 or 582 Rotax Please call Chris 0417403796

3368 RV-12 FOR SALE



RV-12 For Sale T.T.I.S 193 hours since new. Rotax 912 ULS. Dynon 180. Garmin txpndr. Two axis auto pilot fully coupled. Wheel spats. Sensenich ground adj. prop. All service bulletins carried out. Always hangered More info at www.tonyearle.com Contact tony@tonyearle.com or 0427477005 Asking \$75000

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3369 SAPPHIRE MK 11

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3379 THRUSTER T500

Thruster T500 Reg 25814 airframe 427 hrs; new blue head Rotax 582 113 hrs.Winner 2010 NatFly Thruster Grand Champion Shield.Maintained started taxied serviced regularly.Undercovers in enclosed hangar fabric UV treated.UHF VHF radios, new intercom and Garmin GPS.Odyssey battery ceramic coated exhaust, hydraulic disc brakes.Beautiful condition \$15,000. Max 0418210315 craythorn1@bigpond.com

3380 PACIFIC HAVEN AIRPARK NEAR HERVEY BAY

Own a share in a 3,000ft all weather bitumen runway and taxi ways with pal lighting 15/x14/metre hangar, 3 bedroom house on 2.5 acres , established lawns and gardens. no body corp. fees. sale due to ill health. \$595,000. phone 0741290651or donlee@y7mail.com.

3382 SAVANNAH STOL XL

The fastest, highest flying Savannah XL in Oz. Fuel injected 125Hp Rotax 914 with dual redundant systems and mixture control. Airmaster Constant Speed prop and Digiflyte 2 Autopilot. VHF and UHF, ADI, AFR, Coupled GPS, Condor Tyres. No damage history. Built and maintained by L2. \$88,000 incl gst. Ph 0418157044

3383 AIRBORNE XT 912 CLASSIC

Airborne XT912 Rotax
* Cruze Wing * Carby Heating * Electric Start
* Ceramic coated Exhaust * Bolly 3 Blade Propeller * Skydat GX2 digital instrumentation
* Steering Dampner * Dual Steering * 72 Litre Fuel Tank * 170 hours TT Always Hangered

Training Available* RAA reg*Brandnew Prop. Price \$40,000 Contact 0418872584

3384 VANS RV12

T.T.I.S. 30 hours, since new. Rotax 912ULS. Round gauges, Icon flipflop radio and transponder, comes with a set of wheel spats and bolly prop. Frim \$75,000.00. Contact Brian Howard 07 55462251 or email briananddale9@bigpond.com.

3385 SKYFOX GAZELLE

T/T Airframe and Engine 1457hrs Paint and Interior 9/10 VHF radio Garmin 296 GPS with panel mount. Navman fuel monitor. 2 Headsets. Punkin Head camp cover. Original Timber Prop and Spinner both in excellent condition also included. \$35,000 Contact Harold 0433892292

3387 JABIRU 3300 6CYL.

JABIRU 3300 Build Year: 2006 Thin Fin engine (Zero Hours never been started but hands turned regularly). \$12,000 Jabiru wooden Prop, Spinner etc (not shown, all zero hours) \$1500 if

purchased with engine. Phone Greg Tucker 0439617044 email: greg.bathurst@harveyworld.com.au.

3390 ROTAX 912 100HP

Rotax 912uls 100hp engine, updated crankcase (no fretting), brand new updated ignition modules, includes engine/gearbox/oil tank, starter motor recently serviced. Out of hours 1850, camshaft worn, available now (ex Victoria) - selling for parts. Pick up or allow extra for packing/freight costs. \$2400 or \$1900 without carbies. mail@goflying.com.au

3396 SKYFOX GAZELLE

Comes with fresh 100 hourly. New motor out of box just installed. Inside and outside 9/10. Very tight and tidy airframe. Icom radio, King transponder, full instrument panel. NDH. Always hanged and LAME maintained. New side and roof perspex. \$45000 + GST ONO kjeffs@bigpond.net.au 0438508576

3398 THRUSTER T500

Thruster T500 Rotax 582, 230 hours since overhaul. UHF and ICOM VHF radio. 2 seater with long range fuel tank, doors. Flies great, well maintained. Located Lockyer Valley with own hanger on private airstrip. \$14,500 Phone Paul 0427622176

3404 JABIRU LSA

2726TT, 316hrs eng. solid lifter. Full recreational instrumentation, Garmin 296 ,wheel spats, spare unused prop. This Jab is neat and tidy and in good flying order. At Wynyard Tas and hangarage is available. I need to sell this plane, AIDS has struck! \$30,000.Call Keith 64376159,mob 0439576345 or email jkss@netspace.net.au

3406 FOXBAT A22L

Excellent condition, white in colour, 2000 TBO, Flydat instrumentation, hanged at Scone NSW. \$68,000 ph 6545 9133.

3408 JABIRU UL 2.2

TT 778hrs A & E as at 29.03.13, Long wing with winglets & vortex generators. Excellent STOL performance. Cruise 95 knots @ 12 lph. Electric T & B, strobe, Garmin aera 500 GPS. Spare prop. Always hanged. Sth Aust. phone John 0400865868. \$37,500 ono.

3409 STREAK SHADOW 618

1999 T T 280 HRS ROTEX 618,L2 MAINTAINED,GOOD CONDITION,SAFE AIRCRAFT TO FLY , DOES NOT BITE, GOOD LOW HOUR PILOT AIRCRAFT, 2 HEADSETS,INTERCOM,COMPLETE SET OF AIRCRAFT COVERS,SPARE PROP,AND SOME SPARE. \$17950 OVNO MRBADGERTEA@GMAIL.COM

3411 KIT FOX

Build Year: 1992 Rego: NA Price: \$19,000 KitFox Mark IV 1992 never completed but near completion. All components are in new condition including 80 hp Rotax that has never been run. Everything to complete the plane except Avionics Contact: Peter Thomas 0427641904

MEMBERS' MARKET

3415 SUBARU EA81 PACKAGE



100HP @ 5000rpm. Electronic Ignition. Rotec TBI fuel injection. Autoflyte geared re-drive. Alumin radiator. Carb heat. S/steel exhaust. Chrome-moly engine mount. Runs beautifully with good temps. See it running at Scone (YSCO) NSW. Full price for the entire engine package: \$9,750 Ph Geoff on 0429 810 008 E: geoff.pinfold@ampfp.com.au

3416 JABIAU SP500 - 3300



TT 250hrs. This beautiful one owner aircraft has had no expense spared. Excellent GA Panel, Quality Radio + Icom with headsets. Artificial Horizon. Garmin 296. 2 Pac Paint Leather Trim, Quick release wings, Lame 2 Serviced Price Reduced \$45,000 0418573212

3417 KITFOX 3



Kitfox 3 670hrs TT engine and airframe. Lame built and maintained, it has full instrumentation, 3 blade bolly prop, 100 ltr tanks, burns 14ltr/hr and has a 75kt cruise. Always hangared, this attractive plane is an absolute joy to own and fly. \$37500 Ph. John 0359788212.

3420 SKYDART 111

197hrs. TT eng & airframe. Rotax 447. Trailer incl. Very economical at 11L/hr. Great fun a/c simulate glider with power setting. ASI., ALT., M/Comp. CHT. EGT. RPM. Hr. Meter. Cockpit similar to glider. \$8900. Bob 0749344299

3422 ZODIAC 601XL-B FOR SALE



Jabiru 3300 TT165 hrs. Beautiful built aircraft superb looks flies like a dream no expense spared. Glass cockpit Dynon D100 & D120 Avmap4 Micro air radio/transponder, new leather seats no accidents kept in hanger. Arguably best available \$1000's under cost \$75,000 call or sms for more info and pics. 0428923250

3423 SAVANNAH VG XL



NatFly 2011 trophy winner. 100hp Rotax, 1000 fpm climb, tundra tyres, Bolly 3 blade prop, long range tanks (7 hours), Flight Data Systems fuel flow gauge. Finished in 2 pack white with polished ally struts and instrument panel. Lovingly built and flown by owner and always hangared. \$80000. hoey@adam.com.au. 0439854266.

3425 JABIRU



Very nice aircraft great endurance easy to fly lots of room. Working too much not enough time to fly. All work done by level two. \$80,000 0411 123 669

3426 CHEETAH XLS



Cheetah XLS 24-7072. 76 hrs airframe and engine. Jabiru 2200 PP. Single owner always hangared. Easy to fly and maintain. 110ltr tank, spacious cockpit. Digital inst with analogue backup. 70kts cruise. Based Bunbury, WA. Half share considered. \$39,500 Contact George on janspo@westnet.com.au or 0406226566

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3427 KR2-SX FOR SALE



KR-2SX steerable nose wheel, Matco Hyd.brakes& wheels+ p/brake ,Subaru EA81 Stratus conv,dual Bing carbs, dual spark,Amx PSRU,3 blade 72" warp drive prop,3 fuel tanks 70ltr, Mgl Flight 2 primary flight inst,T30 dig tacho,Save 1000,s HRS & \$\$ on building project. No reasonable offer refused ,view more recreationalflying.com, Taree A/P ,Harry 0249971500

3428 JABIRU J230C



Great aircraft latest engine updates completed, too much work not enough time fly. New prop no accidents great touring aircraft, mains spats not shown in pic. \$88k 0411 123 669

3429 FLIGHT DESIGN CTLS



Built 10/2010 TT 204hrs 2000s 2x 10" skyview screens **SOLD** Garmin 605 GPS coupled to Track 2 axis autopilot. Garmin SL 40 Com Garmin GTX 327 Transponder 3 Blade inflight adjustable propeller, Leather seats, Tundra wheel kit, always hangered, 1 Pilot, LAME maintained. \$119,000 Contact David 0418533156 ddowlingelectrical@hotmail.com

3432 JABIRU LSA55



For Sale Jabiru LSA55/3J One owner , always hangered 1400 hours TT . 2.2 solid lifter engine , Garmin 495 & 195 Micro Air radio & transponder , fuel flow , landing lights , 85 litres fuel , cruise 105 kts on 13 litres . \$39000 Contact Steve Lenne 0428732267

3436 X-AIR NEEDS TO FLY



X-Air, 5 hrs TT on airframe and Rotax 582Mod99. 80Lt tank 5 hrs endurance. MGL avionics Engine1 and Flight II smart singles. Xcom760 VHF/intercom with music/UHF inputs. GME UHF. Wide entry doors. Spats included. Conventional ASI ALT VSI. Hangared in NQ. \$22,500 0417612414 wbowkett@bigpond.com. See RAAUS website for more info.

3437 ZODIAC 601XL-B



Zodiac 601XL-B, LSA 600Kg with Jabiru 120HP TT - 90hrs. Excellent condition, well maintained and built. Nil accident history. Icom 200 Radio, ASI, AH(elec), VSI, ALT, compass, AVMAP Geo PilotII, CHT, cabin heat. Many extras including wheel fairings(not shown in image).Price: \$58,000. Phone Mirko on 0438 303 966.

3439 JABIRU J230



Jabiru J230, 2008, 520hrs, A-1 condition, twin Becker radios, transponder, built-in GPS system with back-up Garmin 296, plenty of extras, \$68000ono. Phone James 0458 519 296.

3440 DRAGONFLY MICROLIGHT FOR SALE



Great little trike. Bailey 4 stroke engine (2.5 lts/hr), electric retracts, Brauniger Instruments, always hangered, low hours and in great condition. Selling due to other financial commitments, \$18,500 price is negotiable. Located

Strathalbyn, Adelaide. Brett 0418747988

3441 GARDAN GY201 MINICAB



Cruise 80kt, climb 600fpm, plan 15L/hr fuel. Side by side seating, split flaps, sliding canopy, dual controls. Continental A-65 with recent overhaul, full instrumentation and all receipts. Regretful sale, lovely aircraft to fly. \$18000 Goulburn NSW, 0432 162 206.

3442 JABIRU SK



Built 2003. Total hours 212. 2200 engine, new prop, good panel, includes VSI and DG, Icom radio, Garmin GPS III Pilot, 2 headsets, strobe and custom stripes. Always kept in hangar (hangar space for sale in Bunbury WA) \$30,000 ono, Hangar - \$20,000 Contact: Greg 0408 746 391 greg@outbacktrax.com

3444 WANTED - EARLY-MODEL JABIRU WING(S)

Either early-series LSA55/ST1/ST3 1/4" low wing mount starboard wing OR later-series SK/SP 5/16"

high mount port wing for ST1 restoration project. Lightly damaged wing(s) without mainspar damage. acceptable subject to inspection. Contact Richard on 02 4889 8116

3447 TECNAM P2008



Dynon Skyview, Garmin SL40 VHF comm, Garmin GTX 327 transponder, Garmin GPS Map 695, Fuel Scan FS-450 Very good example of this type. Call or email for more info. Could be converted to RAA register. \$110000 +GST 07 3203 1777

3449 AIRBOURNE XT912 TUNDRA SST WING



Airborne XT912 Tundra, 2 Brand new Flycom Blister Helmets& Intercom, Rotax 80hp 4stroke engine, SST wing, M760 radio, Training bars, Landing light, Bar mitts, High windscreen, Engine cover, 385hrs, Awesome trike to fly in excellent condition. Included is a trolley with a cradle so the wing can be lowered to access low hanger's and can be moved in any direction. Located in the Yarra Valley Victoria. \$40,500 Phone Steve 0419 879 340

3450 SKYFOX CA22



A beautifully refurbished aircraft. New fabric and paint, new windows, new tyres, new tail wheel, new upholstery, new hardware fitted throughout, new hoses through out, rebuilt rotax 912. A delight to fly Ph Tom 0419476677 asking \$33,500

3451 RANS S-14



Single seat high performance ultralight. Rotax 912, full instrumentation. Fighter-like agility and performance. No vices, and will trim hands-off, probably not for the very low hour pilot. A sea change means I have no time to fly it. Inspection will not dissappoint Located near Gatton Qld. \$25,000 Ph Ian 0418880257

3453 JABIRU 160C



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- Cabin Heater
- Wet Wing (135ltrs)
- VFR Instrumentation (opt. EFIS)
- Panel Mounted Throttles
- Steerable Nose Wheel
- Range 700NM
- MTOW 600kg

3300 Aero Engine



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3456 \$16,000 TWO SEATER SIDE BY SIDE



Bantam B22s Two seater side by side, flaps, nothing to spend, only 72 hours on engine, easy to fly, no accidents, no flying faults, easy transport on car trailer. Previously advertised for \$22,000 reduced to just \$16,000 For full technical details and Video CD of take-offs and landings phone 0417-646075

3458 JABIRU SP UL 19-4319 FOR SALE



This aircraft is in immaculate condition with low hours and nil incidents, always kept in its hangar and fully serviced, would suit a new aircraft buyer. Paint and interior trim done professionally, asking \$48,000. Selling due to retirement after many enjoyable years. Contact Len on 07 32035546 or email rily54@bigpond.com for more details.

3459 CORBEN BABY ACE, 65HP CONTINENTAL



Corben Baby Ace, 65HP Continental. Microair Radio. Hours 400. Registered recreational category. Amateur built. Excellent condition. Year: 1977 Total Time: Approx 400 Engine Type: Continental A65 Prop Type: Wooden Engine hours to run: Over 1000 Prop hours-On condition Interior Condition: Open cock-pit Registration: 283745 Price: \$AUS20,000. Negotiable. Phone: 0409827754

3460 SEAREY



Searey "C" Hull, 912 Rotax, Electric Gear, Dynon 180 instruments, GPS, Stobes, Nav Lights, 66 hours total time, VHF, VOR, Transponder. Alum fuel tank, tundra tyres and more. LAME /L2 owned and always hangared. \$85,000. ono. Located VIC Ph: 0419 727077

3461 DRIFTER W/B



w/b drifter 503 with g/box 325 hrs 3 blade brolga prop, reg 01/14 dual controls, long range tank sicanite airlerons / tailplane skins good gps, icon radio, l2 maintained, built by wayne fisher for himself, top condition and flies like a dream. \$ 17,500 ono phone 0265536325

3462 TEXAN 600 FLYSYNTHESIS



noise cancelling headsets, ballistic chute, EKP1V avmap connected to trutrak auto pilot, altitude hold, garmin sl 40 comm, garmin mode c transponder, one owner, always hangared, nil accident history, rotax 912s, 3 blade prop. Beautiful aircraft, 498 hrs total time. \$104,000.00 contact Paul Brown 0412827558, paulb@gcj.com.au

3463 AIRBORNE XT 582 TUNDRA



2009, 225 hours, Cruze wing, Rotax 582 UL99, oil injected, electric start, Icom radio, Lynx headsets, excellent condition, maintenance log, bearing and Betso tested, registration 02/2014. Location Ballina. Urgent sale, reasonable offers over

\$22,000 considered. Contact 0431137682 or 0266762119, seaview92@gmail.com

3464 SKYFOX GAZELLE



One third share in a Skyfox Gazelle located at Caloundra Queensland. Price \$10,000 Contact Peter 0429 144 991

3466 AIRBORNE TRIKE



Edge X 582 Classic with new streak 11B wing brand new complete blue head motor. Brand new Bolly Prop. Excellent heavy duty trailer with wing carrier's. Full Rego. 2 helmets [1 brand new] stone guard, heavy duty covers, radio etc. 2 freezer suits, tall

windscreen. Many extras. Price \$21,000 Phone 03 5499 8277

3467 SPORTSTAR MAX



Delivered 2010, Excellent condition, leather seats, Garmin Aera 500 GPS, Icom Radio, Garmin Mode C

Transponder, Toe brakes and great to fly. Will consider doing 1/3 share option. Currently online in Qld. \$90,000 0402 660 077

3468 AIRBORNE EDGE E 582



Edge E 582 / Wizard 2 Wing. Icom radio, MicroAvionics intercom & headsets. Air Hog dust cover, RAAus registered. Manual, log book and maintenance records all complete and up to date. 670 hours, 263 since engine rebuild, 181 hours on wing. Flies

great! \$10,000 Larry 0408 815 094 fly@airports.com.au

3469 WANTED TO BUY

Wanted To Buy Bantam ultralight aircraft, must be Jabiru powered, will look at all offers. -please phone 0400022382

3470 JABIRU 160C 1/7TH SHARE

Factory built 2007. TT: 1020 hrs. Syndicate with 7 members based at Aldinga, SA. Garmin 296. Garmin mode C transponder. Portable ELT. ERSA subscription included. L2 maintained. Sleeps in its own hanger. Monthly costs \$70. Hourly costs \$45. Reluctant sale due to moving overseas. \$5000 ono. Rob Wartenhorst wardenhr@gmail.com 0885566450.

3471 STING S3 LSA



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3473 XT 912 CRUZE



Virtually as new with only 29 hours on wing and base-hangared in Wollongong. Helmets headsets transponder and cover all included Contact Peter Twiney tel (02)99696857 0438407798 Email sue.twiney@bigpond.com price \$52000 ono

3478 WANTED TO BUY EUROFOX FACTORY BUILT

Wanted to buy EuroFox factory built aircraft with folding wings, tricycle wheel configuration, 100HP Rotax engine, low hours, accident free, private use only. Alex 0497031711 or email alex.minski@yahoo.com

3479 JABIRU SP500



MEMBERS' MARKET

Powerful 6 cylinder set for cruising with 135L wet wings. Well equipped. Always hangared with full maintenance history. All ADs/MSBs current. Comes with spare Thompson prop, headsets, tie downs, chocks, spats, CO detector, 7"GPS c/w all Australian wac & vnc charts. \$46000. Jon 0423377771 (Perth). Consider delivery Australia wide.

3481 PIPER ARCHER 11, VH-PZF



1977 180 HP. TT 7653, TSO 1274, maintained to IFR & Charter until recent. GPS 296C, fresh 100 hly, Rad 43/47, Instru 8 done. Bendix King VHF plus more. Worth a look. \$68,000 no GST. Ph 0458 122 990. Email ziggy.390@bigpond.com for more photos.

3483 TECNAM P96 GOLF



Tecnam P96 Golf 100hp 24-4868 3200hrs total time with 100hrs remaining on engine. Always hangared and LAME maintained. Bendix King NAVCOM with

built in VOR, Bendix King Transponder. Flightcom intercom. Ashley 0410 576 011 \$55,000

3484 TECNAM P92 ECHO SUPER



Tecnam P92 Echo Super Airframe hours 768 Full glass dash & steam driven gauges Large Tecnam tyres 6.00-6 Comes with spare GT Prop Aircraft painted cream & gold trimmings \$75,000 plus GST Located at Lethbridge Airport Ph Garry 0429 354 717

3258 STREAK SHADOW



TT947hrs, Immaculate Record Holder, 2-place tandem, rebuilt Jabaru-2200, Instruments inc Radio-GPS, Two-Axis elec-trim. Extend-Rear Foot-Well, Engine-Mon camera-screen, Carb-Heat, Isolate-switch. Nil-Accidents. Rego Aug-2013. Easy to Fly, \$23,500. Dave 0402107927. Also-avail Enc-trailer. \$3000. Together \$25,500.00. Full Details Photos www.tp21.net

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A word of warning

by Mark Harris

I RECENTLY visited a friend who owns and stores his aircraft at a regional airfield in Victoria. During the visit I noticed, in the next-door hanger, a chap with a fairly new RA-Aus registered high wing aluminum aircraft.

I was keen to have a look, so my friend and I wandered across and introduced ourselves. The chap was very friendly and keen to show us his aircraft. It was in immaculate condition and had a ground adjustable propeller system. On closer inspection of the propeller, I was alarmed to see someone had scratched deep short markings onto the propeller shafts just where they met the hub mechanism. Presumably this was done so they would have a reference mark to aid in the alignment of the propellers when they were being adjusted and rotated. I pointed this out to my mate who is an Aircraft Maintenance Engineer at QANTAS. His eyes nearly popped out of his head. "Oh my God," he said as we both looked at each other.

The owner said he had marked the shafts so he would have a reference mark when adjusting the pitch.

"Hmmm", we said. "Do you realise the ramifications of scratching markings into highly stressed metal components or aircraft structures?"

"No", he replied and he seemed to dismiss our concerns. "I think they'll be OK", he said.

I'm a little concerned there may be other RA-Aus members out there working on their aircraft who may not be aware of a simple but golden rule.

Never scratch or gouge any markings into any aircraft metal component or structure.

When I was an apprentice Aircraft Maintenance Engineer at QANTAS this was drummed into us so many times, it wasn't funny. I can remember one of my TAFE instructors explaining the issue when he discovered an apprentice had used a metal scribe to scratch markings on a metal fitting.

It's all about stress

Aircraft structures are designed in such a way that they will accept all the stresses imposed upon them by the flight and ground loads without any permanent deformation.

Any repair or alteration made must accept these stresses, carry them across the repair or alteration, and then transfer them back into the original structure.

These stresses are considered as flowing through the structure, so there must be a continuous path for them, with no abrupt changes in cross-sectional areas along the way. Abrupt changes in cross-sectional areas subject to cycle loading or stresses can cause stress concentration which might induce fatigue cracking and eventual failure.

A scratch or gouge in the surface of a highly-stressed piece of metal will cause a stress concentration at that point of damage and may result in fatigue cracking and eventual failure of the structure or component.

This cracking may not happen next week or next month or even next

year, but it will eventually happen. And given "Murphy's Law", it will happen at a critical time when the propellers are at maximum stress/loading either during a take-off or a go around.

Although the chap with the RA-Aus aircraft I mentioned earlier thought marking his propellers with alignment lines was an innocent and good idea, it was most likely the worst thing he could have done.

So what to do?

If you do need to place markings or reference lines on any metal component or structure, you should only do so with a special thin marking pen. There are a number of high quality marking pens with permanent inks well suited to this task.

When cutting metal, it is best to use a Prussian blue metal ink compound to cover the area you need to cut. Lightly mark the Prussian blue ink with a metal scribe, being careful to only lightly scribe the ink surface and not mark the metal beneath the ink. This will give you a clear thin line to cut along without creating a mark which could lead to stress concentration and fatigue crack forming. Once finished, the Prussian blue metal ink can be easily washed off the component.

If you do have a scratch or gouge mark on any metal component of your aircraft, all may not be lost. It can be blended and polished out, but only to the maximum depth allowed by your aircraft maintenance manual or by the FAA AC 43 advisory circular. This publication contains all the techniques and procedures acceptable to the FAA and CASA for the inspection, repair and maintenance of non-pressurised civilian aircraft, when there are no manufacturer repair or maintenance instructions for the task you wish to carry out.

For many LAMEs or AMEs this is their bible. Every RA-Aus owner who works on his or her own plane should have a copy.

You can download a free copy at http://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentid/99861.

Most sport light aircraft have been designed by professional and talented designers and engineers, who spent a lot of time and money getting their designs right. I personally would think twice before I made any modifications or alterations without first consulting the aircraft maintenance manual or the AC 43 advisory circular.

History has shown us that many an aircraft has crashed because someone at some stage didn't follow the correct procedures or made what they thought was an innocent or minor modification.

One simple little thing you do, no matter how small or innocent it may seem, can have a devastating effect down the track. 🚫

Note: RA-Aus Technical staff have acted quickly in this instance to try and identify, and assist the aircraft's owner.

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Emily is on her way

EMILY Coggan from Meandarra has been awarded the Lone Eagle Flying School scholarship for 2013.

Emily outperformed seven other finalists on Saturday June 2 at Clifton airfield in Queensland.

Emily is from a flying family. Her father is a pilot, as was her great grandfather. Emily admits to having a lifelong interest in recreational aviation, with members of the Darling Downs Sport Aircraft Association and the Lone Eagle Flying School as her mentors.

She sees the scholarship as a pathway towards her ultimate goal of becoming a solicitor who travels to clients by plane.

Her hope is to one day connect country people with the services they deserve. ✈️

>> Above, Trevor Bange with Emily Coggan and her father, and below, the Scholarship finalists



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