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>> Charlotte Braun getting an early start on her flying career at Natfly 2013. Photo: Steve Kimpton



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# SPORT PILOT

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# President's Report

**STEVE RUNCIMAN**



THE first meeting of the restructure sub-committee took place during NATFLY and its initial ideas were tabled during the Board meeting which took place then. It has to be remembered these were just initial thoughts on the proposed restructuring and there is much more work to do to take the shaping of the future RA-Aus forward.

Once finalised, the plan will be communicated to members so everyone's comments can be invited. Have your say on the future shape and direction of RA-Aus by providing thoughts and ideas to the sub-committee. You should send your ideas to the Secretary, a member of the sub-committee, for consideration.

Mike Smith, with the assistance of a number of RA-Aus members, has conducted a review of the insurance needs for RA-Aus and submitted a proposal to the board for consideration and a decision. Many thanks to Mike and his team for a job well done.

Many of you took the opportunity to meet and greet the new General Manager, Mark Clayton, and the new Technical Manager, Wayne Mathews, at NATFLY. They were both kept extremely busy fielding questions. I wish them well and I look forward to working closely with them both over the coming months.

Of course, the biggest thing to have happened since my last report is NATFLY. This edition of Sport Pilot contains a number of reports and photos so I will not dwell on this too much. However, I will say that, due to a great deal of planning and some significant changes to the

layout, it was the best NATFLY I have been to. I heard many favourable comments, from attendees and exhibitors alike. These comments and suggestions will be considered when we plan NATFLY 2014 (which has already started, but will start in earnest as soon as Ed Herring and his team have had time to take a well-earned rest). We are always looking at ways to improve, so please pass your ideas on to Ed. Such as the idea proposed by Andrew Girault in the Letters to the Editor section of Sport Pilot March edition about the provision of Premium Unleaded 98 fuel at NATFLY.

It was pleasing to see SAAA at NATFLY and I very much look forward to attending their fly-in (AUSFLY) in September. It is all about sharing our passion for aviation and all aviation groups are encouraged to attend our fly-ins.

NATFLY simply would not happen without the help of a large number of volunteers. My personal thanks goes to all those who took the time to assist where they could. You all deserve a huge pat on the back for a job extremely well done.

I see from the Calendar of Events there are quite a few events planned for the coming months and I encourage you to attend any that you can. Gavin and his team are about to start planning for WESTFLY which, as previously reported, will then become a biennial event run alternate years to the NORRA-Aus fly-in (previously held in Monto).

Many of you will have noticed that Michael Apps has resigned as Acting Treasurer and the position has been taken up by Myles Breit-

kreutz. Many thanks to Michael for the tremendous work he did while covering the position and thanks to Myles for volunteering for this difficult job.

Several board members and staff have been busy rewriting both the Operations and Technical Manuals. The Operations Manual is currently with CASA for its consideration and the Technical Manual is in the final stage of completion before it too will be sent to CASA.

I would like to extend my personal thanks, and I am sure the thanks of the board and all members of the organisation, to Dean Tompkins who has been instrumental in keeping the registrations of our aircraft going and reducing the backlog through an extremely difficult period. Dean has been working full time since November, and being based in Adelaide, this has meant many nights away from his home. Dean very often puts in extremely long days; 12 to 16 hours have not been unusual for him recently. He left full time employment with us in April and returned to a sense of normality in Adelaide and to his very understanding wife, Louise. I am pleased to say, however, that Dean has agreed to continue as an on-call Assistant Technical Manager. To Dean and Louise thank you both. I know it has been a difficult period for you both, but rest assured that RA-Aus is in a much better position because of your extremely hard work and dedication.

Finally, remember to check and re-check prior to taking off and commit to remaining safe while enjoying your passion for aviation. ✈️

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# 5 May

## Colac Aero Club 50th Anniversary Open Day

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Motorbike and car displays from Ulysses Motorcycle Club and Colac Classic and Custom Car Club.

Sit Down dinner on Saturday, 4 May. Booking essential. Free underwing camping Saturday night, plus taxi and courtesy bus into Colac.

For information [www.colacaeroclub.com.au](http://www.colacaeroclub.com.au), [admin@colacaeroclub.com.au](mailto:admin@colacaeroclub.com.au) or Peter 0419 386 340.

# 5 May

## Childers Fly-in Drive-In Walk-In Breakfast

This event, run by the Isis Flying Club Inc, is the premier attraction for all types of aviation in the Childers area. Come late pm Saturday 4 May for BBQ and drinks. On field camping, bring your swag. RSVP for catering. For information Bill Brown 0418 724 645, Ian Laing 0428 714 690 or [isisflyingclub@gmail.com](mailto:isisflyingclub@gmail.com)

# 12 May

## Gatton Airpark Pancake Breakfast Fly-In

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# 18-19 May

## Barossa Birdmen Fly-in

At Truro Flats Airpark (check ERSA). Limited accommodation, dinner on Saturday night. Avgas and Mogas by prior arrangement. Pilots should be aware of restrictions regarding overflying neighbouring properties, particularly to the SW of the airfield. For information Dennis Martin (08) 8263 0553, Roy 0408 802 667 or [roy@phillipsperformance.com.au](mailto:roy@phillipsperformance.com.au)



## Megafauna Flyaway

This year the destination is Bathurst.

# 18-24 May

19th Sunday - Yarrowonga to Wagga. 20th Monday - Wagga to Cowra. 21st Tuesday - Cowra to Bathurst. 22nd Wednesday - Lay day. 23rd Thursday - Bathurst to Parkes. 24th Friday - Parkes to Narrandera. 25th Saturday - Narrandera to Yarrowonga.

All welcome, places are limited. Call or email Peter or Anne (03) 5744 1466 or [yft@yarrowongaflytraining.com.au](mailto:yft@yarrowongaflytraining.com.au).

## Watts Bridge Memorial Airfield All-In Fly-In

# 25 May

The Fly-In celebrates the rich diversity of all forms of recreational aviation. The airfield is situated in the Brisbane Valley and is the home base for a wide range of aircraft, including vintage, aerobatic, recreational, gyroplanes and Warbirds. On-field catering and coffee available. No landing fees. For information Richard Faint 0412 317 754 or [www.wattsbridge.com.au](http://www.wattsbridge.com.au)



# CALENDAR OF EVENTS

>> Photos: Ian Roberts

## 25-26 May

### Old Station Fly-In & Heritage Show

All welcome to arrive at The Old Station, near Raglan in Queensland, on Friday 24 May for dinner that night (bookings essential). Saturday and Sunday (until 2pm): truck show, heritage machinery, vintage tractor pull, fashion parade, joy flights, children's entertainment, stalls, licenced bar, food/drinks, live band Saturday night and presentation of George Creed Memorial Trophies. Avgas available. No landing or camping fees. Proceeds to Capricorn Helicopter Rescue Service. Strictly no dogs. Information Leonie Creed (07) 4934 6562, 0438 346 563 or [leonie@creedgrazing.com.au](mailto:leonie@creedgrazing.com.au)



## 26 May

### Casino Beef Week Muster

Casino Aero Club and Beef Week welcome all aviators to Casino Airport in Northern NSW. Saturday Beef Week parade; Sunday family fun day, both days joy flights and lots of Beef Week activities.

For information [www.casinobeefweek.com.au](http://www.casinobeefweek.com.au) or Bryan Low 0414 722 740 or Debbie Kennedy 0438 627 607.



## 8-9 June

### Sunraysia Queen's Birthday Fly-In

Open to all visitors. It is a popular weekend for the Sunraysia Sport Aircraft Club. Three course dinner Saturday night and social evening. On field camping available and brekky provided. Book early for accommodation in town. For information Brian Middleton (03) 5022 7783, 0408 690 650 or [brianmiddleton12@ceinternet.com.au](mailto:brianmiddleton12@ceinternet.com.au)



## 2

### March 2014

### Busselton Aero Club Aerofest

Arrivals: Saturday 1 March and Sunday 2 March - before 10:00 am (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 information Will Owen 0429 098 032 or Ken Manton 0429 967 172 or [ken.manton@bigpond.com](mailto:ken.manton@bigpond.com)



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# LETTERS TO THE EDITOR



## More on the step

Thanks Phil for responding to my assertion that the "Step" some pilots refer to is not real (Sport Pilot March 2013).

Your statement was: We get to cruise altitude then lower the nose and reduce power to cruise speed. The aircraft is now sludging along at a speed well below cruise figures. (I assume you meant "set cruise power" rather than "reduce power to cruise speed" here).

Initially your statement is absolutely correct. You will be travelling slower than cruise speed if you did not accelerate before reducing power. But, assuming you have lowered the nose to normal cruise attitude and you have correctly set cruise power, two other things will be happening as well.

1. You will be accelerating to cruise speed, admittedly more slowly than you would at full power (which is why the correct procedure is to maintain full power until cruise speed is reached), and
2. You will be losing altitude, because your angle of attack will be too low to maintain altitude at your low speed.

Allow me to propose three flight exercises (experiments) from lesson two (straight and level) of your flight training, along with the results I would expect. You can confirm the results for yourself, using a consistent level off altitude on a stable smooth day, and have a sticky arrow or recording tools ready.

If you level off and maintain full power until the aircraft does not accelerate any more, then set cruise power and wait for two or three minutes until the aircraft has decelerated and is maintaining a stable cruise speed. Set the sticky arrow or record your airspeed as accurately as possible.

Next you follow the level off procedure that your instructor taught you (full power until cruise speed and then reduce), your normal cruise speed will be obtained within a minute or so of levelling off. I would expect that your normal cruise speed is very close to that obtained in your first exercise.

Lastly, follow the procedure you describe (lower the nose and set cruise power) wait for several minutes until the aircraft is no longer accelerating. I expect you will still achieve a normal cruise speed, but it might take a number of minutes to get there and you will lose altitude.

For bonus fun, try descending at a speed higher than the max achieved under full power (be sure you are safely within the limits outlined in your P.O.H.) then level off and set cruise power. After waiting some minutes for your speed to stabilise, record your airspeed. Is it the same as the previous three exercises? I would expect so. How can I say this with confidence? I was taught

a 'trueism' during my flight training 'Attitude plus Power equals Performance' which can be used effectively in the instance of loss of instruments, i.e.. airspeed.

For example, if your airspeed indicator fails during flight, you can still perform a perfectly normal landing by combining normal attitude and power settings during the approach and landing phases of flight, but it is just as true in the climb and cruise phase as it is during final approach and landing. I thank you Phil for providing another opportunity to dispel this mythical "step" from our folklore.

**Duane Stace**

## Disqualifying Federer

I wrote an article for Sport Pilot March 2013 about Ken Edwards' ambition to win at Natfly for a third consecutive time. When the magazine went to press, the editor inserted a notice at the foot of the article to the effect that there had been a late rule change which prevented anyone from winning in any category two years running. The information had been sent to Brian just before his deadline. This was the first indication that Ken had been effectively disqualified. He had not been previously notified of the rule change. I contacted two of the other winners from 2012, and it was the same story. The notice in the magazine was their first indication that they had been scratched.

Ken had been putting some effort into preparing his plane for the event and had booked a hotel room at Temora. As it turned out, he didn't attend. I changed my plans as well. We weren't protesting; we just lost our enthusiasm for such a long flight.

I realise the rule change was an attempt to bolster attendance. However, for every aircraft owner who might have been encouraged to enter knowing that Ken and the others were not allowed to compete, there would have been two or three who would have gone to Temora to see these award winning aircraft and who have now been disappointed. Beating a champion by disqualifying him would not happen in any other serious sport. Can you imagine Roger Federer being told, "Sorry Rog, you won Wimbledon last year; you can't play this year." So, why does it happen in our sport? And how many people would bother to attend Wimbledon if Federer wasn't allowed to play? It is clear to me that this rule will have the very opposite effect to the one intended. It will reduce attendance at Natfly.

I have always understood the Natfly awards were an encouragement of excellence in aircraft building. I believe this rule change is a recipe for mediocrity. In my business (education) it's known as dumbing down the curriculum. Turning Natfly awards into Mickey Mouse awards is a

disservice to all competitors, especially those who might win, because from now on they will never really have the satisfaction of knowing they were indeed the best on the day.

A possible compromise arrangement would be to issue runner up certificates in all categories, and to start a new category for the best aircraft first flown in the preceding twelve months (that is, since the previous Natfly). Are there any other suggestions?

**Arthur Marcel**

## An expensive journey

I reply to name withheld (Letters to the Editor Sport Pilot March 2013). I had to read this letter three times to make sure I understood just what this person was writing about. If it was supposed to be a humorous article, I am impressed.

Sadly it probably is not written in this vein. My calculation on his/her expenses was about \$200 per hour to fly, as I allowed for \$400 for ground school etc. Incredible, to say the least. Did this person ever voice concern with any of his/her various flying schools or instructors as to the way he/she was being taught to fly?

The person must have been going from one school to another. Was it lack of ability? It is difficult to believe that a flying school would have six different types of aircraft on line. I have never found such an animal. I have been flying since 1961 in both GA and RA-Aus type aircraft. I own a 95.10 Kestrel, which is a delight to fly at \$30 per hour. This used to be \$15 per hour until the price of petrol went up. I have also worked in aviation since 1963 at being an Air Traffic Controller. I worked for a number of years at a very busy GA training aerodrome and I have never ever heard of a student being treated the way this guy has.

The writer states that maybe he/she was the idiot. I think this gets right to the core of the problem. I wonder how someone who is academic and smart could end up in such a mess. Did the guy ever stop along the way and consider this is not the path I should be travelling? Did they ever talk it over with another student? I think NOT. I am still wondering why the person wants their name withheld. Have the intestinal fortitude and put your name to the document. You are obviously not ever going to try to aviate again, as you stated, so why hide behind



anonymity unless you blame yourself and are embarrassed?

**Barry Evans**

**Ed -** *We had a number of calls and mails from instructors and school owners offering to help the writer of that letter. While respecting his or her privacy, we passed them on to the letter writer with a request to let us know if they can get him or her back in the air.*

## Doing it in one go

After reading the letter "Doing it the hard way" (Sport Pilot March 2013), I thought I would share my experience. I did my certificate about three years ago and found that to do it an hour at a time, it would take for ever and probably cost a packet.

I am an avid follower of Natfly and had frequented them for some years before making the decision to take up flying. It was the fact that my wife had already done some background checks and talked to exhibitors that flying became reality for me. Over breakfast one morning, she asked me if I was still interested in being a pilot. Everyone could guess my response. She then informed me that she had saved the money to cover it.

After looking around, I found an instructor I could relate to. Bruce Vickers then took me under his wing (I trained in a Tecnam). I was fortunate because he operated out of Lethbridge which had accommodation facilities, so I signed up for a week of instruction. The time was spent flying and studying and because I was on site, I had no distractions. I then had a break and at a later date, returned for a second week. On the Wednesday of that second week I soloed which allowed me a couple of days to do some solo flying. I highly recommend this method.

I wish to thank Bruce and the team at Lethbridge for making the experience truly enjoyable. I don't get a great deal of opportunity to fly, due to work and army reserve commitments, but that will change.

**Ingo Steppat**

## Where is the CAGIT?

I was wondering if any one knew the current location of the Come And Get It Trophy. It would seem that with re-design of the RA-Aus website, this piece of recreational history has potentially been lost. I held the trophy from August 2011 until January 2012 when it was picked up by a young lady from Ballarat - sorry I have forgotten your name. I believe it was picked up from her by a gentleman from Tassie as was mentioned in an article in Sport Pilot. Since then the trophy has

gone missing in action. The OLD website - [http://www.nor-raaus.com.au/cagit\\_trophy/cagi.html](http://www.nor-raaus.com.au/cagit_trophy/cagi.html) - still has me as the last contact while the NEW web site - <http://www.raa.asn.au/events/cagit-trophy/> - has the current location as Tassie but the contact details are for past trophy holders from Gympie. I was wondering if the current holder would be kind enough to let you know where the trophy is residing. As well I hope that the RA-Aus website could make sure the new site reflects the information from the old site. The responsibilities of the trophy claimants is clearly laid out in the details on the trophy page, but the new page does not give any details on who to contact in the RA-Aus office. It would be a great pity for our organisation, if the trophy was lost simply due to a technological upgrade of the website.

**Kev Young**

**Ed -** *The last we heard, the CAGIT was indeed with a gentleman in Tasmania, Lawrie Barton-Johnson at Campania. I have passed your letter on to him.*

## In praise of Kevin

I have just finished reading Kevin McGrath's article "How old is too old?" (Sport Pilot March 2013) and found myself really uplifted by his story. His description of his early lessons were highly amusing and brought back memories of my first lessons, originally in fixed wing but also later in my microlight trike.

His story also was a great contrast for one of the Letters to the Editor of the same edition titled, "Doing it the hard way" by an anonymous writer, who has spent nearly \$10,000 for no certificate. As I read that letter, I found myself saying, "time for a new school" and I think Kevin's article highlighted that, not by him saying such but by the very fact that he was fortunate enough to have the same instructor every flight and he had an instructor who was

prepared to put in the time and effort to see that he succeeded.

To the writer of "Doing it the hard way" I would say, don't give up, there is more than one way to skin a cat. If you love to fly, you will find a way. A good flying school which wants to see you achieve your goals, and not just see your bank account run dry, is an essential part of that, you just need to find the right one. For me, it was in the form of microlight trikes. Who knows what yours may be?

In answer to Kevin's question "How old is too old?" Who really knows? What I do know is that life is too short and none of us really know what's around the next bend, so live life and enjoy it. One of my greatest delights is being able to take my mother-in-law, Dulcie, for the occasional flight, the most recent being

mid February for her 84th birthday. A lot has changed for Dulcie in the past two years with the death of her husband, Laurie, and having to move into care due to the onset of dementia, which at this stage is progressing slowly. She has always loved flying and this is still one of the things she can enjoy in her life, so I feel really blessed to be able to give that to her.

Kevin, congratulations on achieving your goal of going solo. It is one of life's great moments and one to be savoured forever. It was also great to see you obviously have a very supportive family. All the best with your cross country endorsement and any future flying plans, keep up the great work. May you continue to be an encouragement to many others.

One final thought, most of us have heard the saying that 'every day above the ground is a good one,' something that as we get older becomes more pertinent. But for those of us who fly, I believe that 'every day above the earth is a great day'. Blue skies and tail winds.

**Ross McDonald**



## Something to say?

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

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**(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.)**





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## HEALTHY TURNOUT FOR NATFLY GM



by Brian Bigg

**R**A-AUS members certainly take an active role in the organisation when they are encouraged to do so.

More than 150 turned up for the first ever Natfly General Meeting at Temora and the meeting ran over time because of the number of comments and questions asked from the floor.

#### President's Report

President, Steve Runciman, told the gathering of the progress which had been made since the extraordinary general meeting at Queenbeyan in February. He explained that RA-Aus now faced three court cases (up from one in February). He explained he was not in a position to go into detail about any of them because of legal issues.

And on the subject of insurance, Steve announced that since questions had been raised about it in February, board member, Mike Smith, had been put in charge of seeking tenders for RA-Aus' future insurance business.

He also revealed that two members, Geoff Kidd and Spencer Ferrier, had been appointed to the committee set up after the February meeting to investigate and recommend restructure options for RA-Aus.

#### Secretary's Report

Secretary, Paul Middleton, told the meeting the restructuring was not going as fast as the board wanted. But he reported Spencer had put forward a plan which the board was now considering.

Paul also reported progress on the updated Operations Manual, which he said had been sent to CASA for comment. The big changes, he explained, were the elimination of separate high and low performance categories; the elimination of a nosewheel endorsement and the separate human factors endorsement; and the elimination of the two-year flight training facility audit requirement. Paul also reported that the first draft of the new Technical Manual had been sent to the subcommittee for approval and was due to go to CASA in the next few weeks.

Paul reported CASA had asked about what

RA-Aus was doing about improving owner maintenance. This had been the subject of criticism by several coroners investigating fatal accidents. Paul said the board was investigating the introduction of a simple theory test on maintenance into the pilot's certificate syllabus. Not to be too worried, assured Paul, it would just cover basic mechanics. The board was also looking at setting up regular and widespread safety seminars dealing with maintenance.

#### Treasurer's Report

Mike Apps announced he had stepped down as temporary Treasurer and the board had selected Myles Breikreutz for the position. Mike reported that in the first six months of the year, RA-Aus had reported a loss of \$67,191.91, but was still on track to make a reasonable profit over the full year.

The loss, he reported, was mainly due to the loss of revenue caused by the delay in registration renewals month on month. In response to a question, he reported that the members' decision in February to hold a board meeting at Natfly had cost the organisation \$20,731.

#### Technical Report

New Technical Manager, Wayne Mathews, told the meeting that as of that date, there were 405 aircraft in the backlog for registration renewal. 250 of those were because of paperwork missing from the files. Wayne said letters had been sent to each of the owners. He reported that Dean Tomkins, who was doing the bulk of the registration work in the office, needs to get through 15 renewals a day just to keep up with normal demand, but some days was able to get through up to 50 if he was not interrupted. Wayne was confident the backlog would soon be cleared.

Wayne advised pilots with aircraft coming up for renewal to find out in advance what paperwork was required and send it all in anyway, even if the pilot had sent the same material in previously. He reported that he was exploring getting a computerised filing system in place as soon as possible.

## 24-7703 grounded

by Wayne Mathews

### RA-Aus Technical Manager

IT has been my unpleasant duty to inform the owner of the magnificent aircraft on the cover of Sport Pilot April Edition, the SeaMax, that his Special Certificate of Airworthiness is invalid because the Airworthiness Category was stated as being Seaplane, and there is no such category recognised by CASA. The category can be private operation, flying training, or glider towing. But it can't be Seaplane. I am pleased to say though, that when the owner gets another Special Certificate of Airworthiness that is applicable to that aircraft, we will register it again either as an ELSA, if it still has the inflight adjustable prop on it, or as an LSA, if it has a fixed pitch prop which is on the manufacturer's equipment list for the Seamax.



## And then there was one

SHELL'S announcement in April it would sell its Geelong plant puts one last nail in the Avgas coffin in Australia.

It's been widely forecast Shell won't get a buyer for the site and will be forced to turn it into an import terminal or close it next year.

Geelong Shell is one of only two producers of Avgas in Australia. The other is BP at Kwinana in Western Australia. If Shell does stop producing Avgas, expect the price to quickly reflect the lack of competition in the marketplace.





## Overdownunder heading up again

**J**ERRY Farsoun is about to embark on his second epic flight. He's doing to spend ten years flying around Australia, one state per year.

To launch his journey, called Overdownunder II, he will travel from Victoria to Tasmania this month, depending on the weather.

Jerry is travelling in his aircraft of choice, a Powerchute custom made for him by Fasterway.

It's all part of his growing campaign to fight depression, suicide and bullying.

Jerry first circumnavigated Australia in 2008 in a bid to reduce the stigma and raise awareness of depression, with an emphasis on suicide prevention.

"The first flight created a 500% increase in calls to a suicide telephone helpline service," says Jerry. "With Overdownunder II, I am looking forward to touching base with aviators around the country to share stories.

"There are many pilots out there who might think flying a Powerchute

is not the way to travel such distances, but it's certainly an experience that can't be replicated.

"The new Powerchute has given me a whole new perspective on flying. I've done a few hours in it already and to kick off my 10 year flight, I plan to fly over the Bass Strait from Yanakie to Georgetown, to give other aviators confidence that the Powerchute is a safe aircraft.

"More to the point, Overdownunder II is about helping people exposed to bullying, suffering from depression, for those at risk of suicide as well as their carers and those bereaved by suicide. I would encourage everyone in the aviation community to get involved somehow, either by volunteering to help or flying along with me at points of my journey.

"Thank you RA-Aus for your support and guidance in getting Overdownunder II off the ground and I look forward to sharing stories with everyone I meet around the traps".

For more information [www.overdownunder.com.au](http://www.overdownunder.com.au)

## JABIRU CHARGES UP

by Arthur Marcel

The first thing to realise is that there are two kinds of pilots; those that have had a flat battery and those who are one day going to have one. Secondly, when there aren't enough volts left to start your motor, you quickly realise aircraft batteries serve two purposes, the first being power, the second being as ballast, and, as a result, they are often put in the most inaccessible places. Thirdly, if your Jabiru gets a flat battery, it's no use trying to do a prop start, because the ignition circuits require about 300 rpm to fire (a safety feature designed to prevent prop accidents).

Fortunately, the good people at Bundaberg airport have been

putting some thought into flat batteries and have introduced (as a standard feature on the J230 and optional on J160s and J170s), an innovation which makes the business of jump starting a Jab extremely simple. Aircraft fitted with the new kit have a socket on the side of the plane just forward of the door.

There is also a set of special Jab jumper leads in the tool wallet. These leads have the appropriate plug at one end to go directly into the aircraft socket, and standard alligator clips on the other. All that is required is a battery cart or a conveniently parked car, and vroom! You are on your way in a few short minutes.





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# POSITION REPORT

**MARK CLAYTON**



## Meet the new GM

I WAS to have commenced my new job in Canberra on Monday, March 25. However, after learning that most RA-Aus staff would be preparing for Natfly, I altered course for Temora where I was warmly greeted by a vanguard of Directors, RA-Aus staff and volunteers.

I couldn't have hoped for better start. I was able to spend much of the following week meeting members and getting to know some of the Association's key personnel, its stakeholders, and its regulators.

Although I've now spent just four days with my feet under the desk, it's becoming apparent already there are significant challenges ahead for the organisation on several fronts. Some of these (e.g. registrations) will not be fully resolved before September 2013, when we expect to have completed the first full annual cycle of registrations using the new CASA-approved registration templates. This, together with the task of addressing the CASA Audit findings, must remain our primary focus.

Looking ahead, I can see too that there are efficiencies to be gained by overhauling the organisation's systems and processes, some of which are still underpinned either by paper-based, or stand-alone digital systems. The Association's structure, its policies, its staff numbers and staffing capabilities will, in turn, all be subject to close scrutiny, although I'm generally heartened that there is nothing I've encountered thus far which appears intractable. Most importantly, the staff here in the Canberra office all appear to be dedicated, professional and capable.

What I find most encouraging, however, is the almost universal recognition among staff, volunteers, directors and members that the RA-Aus was overdue for sweeping structural reform. There's now a shared understanding that the cricket club model (i.e. the not-for-profit incorporated association), which had served the AUF admirably, is simply no longer appropriate for a national organisation which has expanded quickly to become one of the largest aviation regulatory bodies in the country with significant assets (and liability exposure).

Since joining RA-Aus in 2007, I'd been largely uninterested in the machinations of its executive and management. I was content with just paying my annual dues and receiving my monthly magazine. That all changed for me late last year when I received a somewhat

blunt letter advising me that I could no longer fly my aircraft until certain additional information had been supplied – and accepted – by a CASA (not RA-Aus) approved delegate. I ceased then being just another disinterested financial member, but never conceived that within two months I'd be entrusted with managing (and improving) the whole enterprise.

I come to the position from an unlikely direction after having spent the first twenty-seven years of my career working in the cultural-heritage sector, mostly as a Museum Director and/or Manager (in both Australia and New Zealand). I first came to Canberra in 1980 and remained here for six years as the Australian War Memorial's inaugural Curator of Aircraft. Between 1990 and 1995 I was Executive Officer for the joint Federal-Victorian Government NASMA (National Air & Space Museum of Australia) project at RAAF Point Cook, and in 1999 (through until 2004) I was Director of the Australian Naval Aviation Museum at HMAS Albatross. It was in this last capacity that I worked most closely with CASA, principally in relation to the planning and delivery of public airshows.

My aviation research (which includes two commissioned books) has been published in leading Australian and American journals, and for the past thirty-three years I have been a practising (registered) aircraft valuer.

For the past six years I've managed a university faculty in south-eastern Queensland which, in common the RA-Aus, is also a complex, de-centralised organisation concerned with recruiting, training and testing. Both organisations operate in highly-regulated compliance environments, overseen (and audited) by Commonwealth agencies.

My arrival, of course, comes after the stress fractures within RA-Aus were first revealed, and just as the groundswell of support for change was gathering momentum. It is important that we not lose sight of the fact that it was the staff and previous management here in Canberra who held the operation together during the challenging times which preceded this turning point. I remain mindful also that the Association's changing outlook was precipitated by a disaffected membership which has yet to see the evidence of any substantial cultural and structural reform. The ball is clearly in our court. 🏀





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# 2013 NATFLY

by Jill Bailey

## *What a great event*

**A**IRCRAFT and caravan numbers were down on preceding years, but the changes which had been made for this year succeeded in making Natfly 2013 a special event. The changes were based on feedback from members, and garnered praise and positive comments from those who attended. This year we received more positive feedback than ever.





## A NEW LOOK

This year's changes included a new more compact layout for trade sites, reduced numbers and locations of forums, more entertainment, better positions for aircraft judging, amazing acrobatic displays and aircraft parking which was serviced more regularly by the pilot shuttle.

The trade sites were grouped this year into a tighter area. It meant we had less distance to walk, with more to see in a confined space. As well, smaller sites in a hangar right alongside the food court offered displays from exhibitors with cool aviation products like pilot supplies, headsets, navigation equipment and AMSA. They were busy all day.

## A SHOW BAG

If you didn't come to Natfly 2013 by air, you missed out on a bulging RA-Aus show bag which was given to all pilots to say thank you for flying in. The show bag included a free raffle ticket where the prize was an iPad Mini loaded with the OzRunways App. There was a custom Natfly cloth patch, a balsa wood plane, and a swag of other giveaway items provided by CASA. RA-Aus would like to thank IT First Aid for the iPad Mini, OzRunways for the subscription and CASA for providing the pens, flight plan pads, mouse pads and other goodies.

Aircraft parking was also moved closer to the main event areas and the pilot shuttle ran constantly from Wednesday afternoon to Sunday mid-morning to ensure pilots did not have to walk too far with bags and flight gear.

## AIRCRAFT JUDGING

There was a specific area provided for aircraft judging, along with underwing camping, and the three dedicated volunteers did a great job with the judging. As mentioned before, new categories were introduced which included recognition of our growing fleet of antique and classic aircraft. These include the recent addition of aircraft such as Luscombe, Ercoupe, Piper, American Champion and other GA aircraft to RA-Aus registration. For a full report on the trophy winners, check inside this magazine.

A decision was made to reduce the number of forums, along with a decision moving the locations as close as possible to the rest of the action. RA-Aus would like to thank the hangar owners for donating their premises to provide the space for the forums.

## FOOD AND ENTERTAINMENT

Food was the subject of many positive comments. There were plenty of vendors and a wide variety of tastes. The food court has improved consistently over the past four years.

We tried some different things this year, including providing a toe tapping dance band on Friday night and a solo performer on Saturday night. We also had a very distinctive character wandering around the airfield doing card tricks and providing event information. Gregor the







Magnificent sported an eye patch, cowboy hat and big bow tie, making him stand out from the pilot crowd.

“That’s amazing,” was the catch cry from everyone lucky enough to participate in his incredible card tricks.

There were two special air displays during the event. Thanks to Skyfuel and Temora Aviation Museum there was a special Spitfire performance on Friday. That amazing show brought the crowd to its feet. On Saturday, Paul Bennet provided a spectacular Pitts Special solo acrobatic act followed by an eye popping formation acrobatic display involving two Pitts Specials. As our members know, acrobatics are prohibited in RA-Aus registered aircraft, but that doesn’t mean our members can’t appreciate and enjoy a great professional display.

A further treat was attending Matt Hall’s fascinating forum. People at the event were offered the opportunity to purchase an acrobatic flight in his Extra 300, and he was kept busy all weekend providing rides.

There were two flight training facilities



offering Trial Instructional Flights for the public throughout the weekend. Thank you to Greg Davies, CFI of Sydney Recreational Flying at the Oaks, and Sheldon Jones, CFI of Moruya Aero Club, for providing the aircraft and instructors to make it happen.

### OFFICIAL DINNER

The presentation dinner was well attended. Our sponsors all received plaques of appreciation. Thanks go to Gold sponsor BRM Bristell (Anderson Aviation), Silver sponsor Jabiru Aircraft and Engines, Bronze sponsors AvPlan, Bolly Propellers, X-Air Australia, Oz Runways, IT First Aid, Gee Bees Aerospace Shop and Skyfuel for their assistance in 2013. In addition, thanks and appreciation also go to our partners, Temora Shire Council, PSB Insurance Brokers, Temora Aviation Museum and the Temora Aero Club.

The good news is that our Gold, Silver and Bronze sponsors all announced they would commit to Natfly 2014.

*The Spitfire show brought the crowd to its feet*

### RAMP CHECKS

If you didn't come to Natfly for whatever reason, you missed out on a special session by CASA Safety Assurance Officer, Kevin Scrimshaw, on demystifying the ramp check. Kevin was swamped by more than 60 pilots wanting to know more about the process. There were only nine CASA ramp checks on RA-Aus and GA aircraft over the weekend. Minor recommendations were made to pilots for improvement.

From CASA's point of view, a ramp check is a chance to inform and educate pilots, while also assuring themselves that our organisation's training and processes are meeting the required safety and regulatory requirements. Therefore in most cases, detractors of the ramp check have little to fear if required to participate. The presence of CASA was mooted as a possible reason for reduced attendance at Natfly this year, but we are convinced weather and the economy played a more significant role. Even the number of campers and caravans were down this year and we are pretty sure they didn't stay away because of CASA.

Telstra phone service continued to be an issue, and we have already taken steps to in-

vestigate the possibility of a mobile tower to improve reception for next year. Members are reminded there is no Vodaphone service in Temora and only limited Optus service in the town itself.

### A NEW DATE?

We have a request for feedback from members regarding a possible change of date for Natfly. It has been suggested the event move to a permanent date of the first weekend in April, to provide a regular time each year. Other benefits of not conflicting with the public holidays would include the Temora Aviation Museum being open all weekend, fewer difficul-

ties in getting assistance from volunteers in the Temora community and the Temora Shire Council, along with more possibilities for catering and other volunteers.

Interestingly, if you worry about losing the Easter weekend for the event, consider that in every third year the first weekend in April falls during Easter anyway. Easter will coincide with the first weekend in April during 2015, 2018, 2021 and 2024. What do you think? Please provide your feedback, to [natfly.secretariat@raa.asn.au](mailto:natfly.secretariat@raa.asn.au)

We look forward to your comments and seeing you at Natfly 2014 which is already shaping up to be bigger and better than ever. 🍷







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# NATFLY Winner's List



**Best Antique Aircraft pre 1955**

Jack Vevers - Ercoupe 24-8004

**Best Classic Aircraft 1955-1975**

Rod Johnson - Piper Apache PA-23 VH-FAD

**Longest Distance Travelled over 1500nm**

Ian Berry Glastar - VH-IVB, Humphrey Leach  
- Jabiru J230 24-4678, Don Briggs - CTSW 24-7545

**Best Single Seat Ultralight**

Tony King Fisher - FP202 Koala 10-3736

**Best Prop and Spinner Combination**

Doug Mclean - Sonex VH-SNX

**Best Jabiru**

Peter Detloff - J2200SK 19-3121

**Best Tecnam**

Royal Victorian Aero Club - P92 Echo 24-7312

**Best Amateur Built**

Steve Biele - Lightning 19-5562

**Best Factory Built**

Chris Colton - Polaris FK14 B2 24-8065

**Best Two Seat**

Jon Newell - Revo T2-6243

**Best Powered Parachute**

Robbert De Groot - Steel Breeze 32-8269

**Most Innovative Design**

Dave Jacka - Jabiru J230 24-5558

**Most Outstanding VH Registered Aircraft**

John Partridge - Zenith VH-KMI

**Concourse De Elegance**

Steve Biele - Lightning 19-5562







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**BEST  
TECNAM**



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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

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
JED WILSON, 17	ROCHESTER VIC



>> Above, David Wiman presents the plaque to Angus Williams, and left, Lloyd Galloway with his award



2013

# THE BEST N



>> Photos: Steve Kimpton





# ATEFLY EVER



>> Randy, Beth and Skitch in a Pipistrel



>> Photo: Ian Roberts





# Catastrophic failure

by Mark Pearce

**T**HE annual Easter pilgrimage to Temora was on again. Like most recreational pilots, I look forward to renewing friendships and getting the latest info on the industry.

With the weather forecast looking suspect for a Thursday flight, I decided to leave the day before. Armed with my checklist, I went all the essentials - the 6-man tent, airbed, three sleeping bags, drinks and a few packets of Grainwave chips for the flight. With all my gear for five days of total aeroplane immersion, including the 1300nm round trip, I set off from our Pacific Haven Airpark home, just south of Bundaberg.

Things went really well initially. The Jabiru J200 hummed along. After half an hour, I encountered some light wispy cloud so climbing over it seemed to be the best option. I settled into a slow climb and took the easy ride to check Oakey AWIS and other navigational duties then take in the stunning view. Things went great until I reached 7,500ft somewhere over Kingaroy.

BANG! An explosion from inside the rear of the aircraft reverberated through my headset and punctured my serenity like a pick-axe through my skull.

My first terrifying thought was, "I'm dead, explosive catastrophic failure!" The rear of the plane must have been torn off. I was momentarily stunned, but then realised I had to work out what controls I had left as I plunged to the ground.

I had visions of school kids and parents with babies being struck with falling pieces of my wreckage raining down from the sky. As my last act of decency, I knew I somehow had to coerce

*The rear of the plane must have torn off. I had to work out what controls I had left*

my stricken ship away from populated areas.

Would I become the subject of folklore? The crash site marked with a bronze statue and brass plaque? Japanese tourists taking endless photos of my memorial - my name a household legend. Mothers would kneel weeping at my grave, giving thanks for avoiding their families in my final death dive. Dogs would lie next to my headstone, whimpering at my loss.

But first, I had to deal with the real world disaster at hand. Surprisingly, there seemed to be rudder authority and I realised the control column was also still working. I noticed there was no rush of escaping air out what I expected to be a massively gaping hole at the rear of the plane.

Had I imagined it all? Then BANG! Another massive explosion. This time the flaps must have

been torn off and hit the rear stabiliser. Well, no. A hurried glance proved they were still where they should be.

What the hell was going on? The second explosion told me I was not imagining it and that I must have had major problems to deal with.

This happened over no more than a few seconds, then it dawned on me. I turned around to inspect the damage at the rear of the Jab. There it was for all to see. A mass of potato chips strewn everywhere. At altitude and corresponding lower air pressure, the two gassed thin foil snack bags I had thrown in on top of my gear had exploded.

No statue. No plaque. No dogs or weeping mothers. Next time I have a grain wave of an idea for an in-flight snack, I might just go for a cardboard pack of smarties. 🍪





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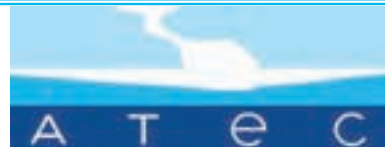
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# My Natfly by Tony King Adventure



**T**HE idea to fly to Natfly had been in my head since I first drove to Narromine in 2002, but it had always been too costly to make the trip in a rented plane. After successfully flying my Fisher FP202 Koala from Forest Hill (in Queensland's Lockyer Valley) to Evans Head in January, I wondered if it would be possible to fly it to Temora.

It soon became obvious fuel would be the big challenge. With a cruise speed of around 55kts and endurance of 2.5 hours (less reserve), I would need fuel stops no more than 95nm apart. I quickly decided the trip would be off if the forecast was for headwinds above 10kts.

Another challenge for 95.10 owners is weight. The category allows an MTOW of 300kg. The Koala weighs 161kg and I weigh 103kg. Add a change of clothes and the various bits and pieces in the cabin, and I have 31kg left for fuel – just enough to fill the tank, take 12 litres in a jerry can and a couple of litres of oil.

As the plan developed it became clear the

trip would take more than a single day's flying each way. The longest trip I'd ever done was about 3 hours. Even if it was possible to fit the planned 10.5 hour flight time plus 6 or 7 fuel stops into the 12 hours of daylight at Easter, I had no idea if I was capable of flying all day. It would have to be a multi-day trip each way. I would finish work mid-afternoon, fly a couple of hours, stop for the night, then continue the next day. I should be able to get to Temora by late Thursday with only one day off work. The trip back would be similar, with one or possibly two overnight stops.

The weekend before Easter the forecast for Thursday was looking decidedly dodgy with a big front coming through most of NSW from the south west. Tuesday and Wednesday looked near perfect, so I decided to bring the plan forward rather than cancel.

Tuesday morning and I could hardly focus on work. I was busting to get under way. The hours ticked by slowly. At lunch time, I headed over to

the hangar. Finally it was time to go.

The plane was loaded up, fuelled and checked. I'd arranged with a hangar mate to be my Sarwatch. Hop in, strap in, ignition on, clear prop. The engine roared into life, radio and GPS on, instruments and gauges normal. Temps were in the green, made a taxi call then a departure call and I was off.

At MTOW the Koala climbs at 400 - 500 fpm. That's 10 minutes to get to the planned cruising altitude of 4,500ft. You need to watch the CHTs during extended climb under full power.

Overhead Gatton Air Park at 3,000ft and still climbing, I turned to fly up the valley and over the range. It was a beautiful afternoon.

After my first stop at Clifton to top up the fuel, I was off on the next leg. Didn't want to run out of daylight looking for my overnight stop at a friend's place between Warialda and Texas.

I climbed to 4,500ft tracking for Texas. GPS said I had a 5 - 10kt tailwind. That eased my mind about fuel and daylight, but there was no



time to relax. I had to keep an eye out for places to land in case everything went quiet. When flying cross country in a single ignition 2-stroke aircraft, that possibility is on your mind quite a bit.

Flying about 3,000ft AGL gave me a fair range of choices, although some of them looked more like 'I can land there without getting killed' rather than 'I can land there and take off again'.

Approaching where Steve's place should be, I saw a nice looking airstrip and started heading for it. About 3 or 4 miles out I could see it didn't match the description he had given me. It was also a mile or two from the GPS coordinates he gave me. Couldn't be the place. Then over a small ridge I spotted Steve's strip and it was exactly how he had described it.

After fuelling, we tied the plane down for the night and headed up to the house. Not only did Steve buy in fuel for me, he offered me dinner and a bed for the night. That's real country hospitality.

First light next morning I was off again.

I love flying early - no wind and usually it is as smooth as silk. At 4,500ft I was more relaxed. Partly because I was settling into the trip, but also because it was cleared farmland as far as I could see. No shortage of landing places there.

The Koala purred along, waypoints drifted by.

After Wee Waa I was looking directly at the Pilliga Scrub - 100km of bush with absolutely nowhere to land. I decided to skirt the western edge, staying within gliding distance of the farmland to the west. On climb I noticed a pretty good tailwind at 3,000ft, but that was only 1,500ft AGL. I continued the climb to 4,500ft where there was still a tailwind, although only 5-10kts.

Past Baradine the turbulence increased as the day warmed up to the predicted low 30s. I decided to climb to 6,500ft. At 5,000ft the wind dropped out and at 6,000ft it was blowing the other way - about 5kts headwind. I spent a couple of minutes at 6,500ft then decided to go back to 4,500ft and put up with a few bumps in exchange for the tailwind.

Arrival at Gilgandra was almost directly into

the wind on runway 33. But to get to the parking area, I had to backtrack 08/26 and the wind was trying to flip me. I tied the plane down and called Eric, the council guy who looks after the airstrip. He was very helpful and took me into town to a servo that sold ethanol free fuel and lunch. Then I was back in the air - much more comfortable than on the ground. The flies and the heat might have played a part.

As I flew south the wind got stronger. By the time I reached Forbes, it was well over 20kts on the ground and directly across the strip. I couldn't land on the strip because the wind probably exceeded the crosswind capability of the aircraft and definitely exceeded my ability to taxi and remain in control. I landed directly into the wind in the paddock beside the strip. I climbed out when the ground roll stopped, put some fuel in and got straight back in. The whole time I was out of the plane it was trying to leave without me. It was a relief to get back into the air.

I'd had enough of turbulence and wind on the ground, so for the last leg to Temora I climbed to 6,500ft. There was a 25kt tailwind, so the leg went much more quickly than planned. Arriving at Temora there was no traffic in the circuit and to my great relief the wind on the ground wasn't as strong as at Forbes. I taxied to a parking spot, cancelled Sarwatch, tied the plane down and headed off to enjoy Natfly.

Planned time from home to Temora was 10.5 hours. Thanks to the tailwind, the actual flight time was 9.1 hours - 2.6 on Tuesday and 6.5 on Wednesday. When I arrived, I felt like I could have just kept going. There are certainly more trips like this in my future.

The only disappointment in the whole trip was that I only saw one other 95.10 aircraft at Natfly. Since 95.10 aircraft still make up more than 10% of the RA-Aus fleet, it seems to me there should be more than two at Natfly. I'm a low time pilot with a full time job and a very finite budget. I got there and back and had an absolute blast doing it. What's stopping you? 🍷

*I landed directly into the wind in the paddock beside the strip*







# NATFLY 2013



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# EDITOR'S CHOICE

**BRIAN BIGG**

## *Being seen to be safe*

**T**HE news was like a having a bucket of cold water dumped over me. RA-Aus had just reported its ninth fatality in just three months. Nine! More than all of last year. More than any year for the past ten years, according to the OPS people. And there are still nine months of 2013 to go. How bad is it going to get this year? I've been triple and quadruple checking everything before flying ever since.

And this latest fatality was not a stranger either (someone I didn't know or care about). Wayne Fisher was a friend and something of a local legend around where I live. He had a million hours under his belt and could fly upside down while reading a book without spilling his tea. If aviation could bite someone with his experience and knowledge, I have to be triply or quadruply careful.



A lot of people have been asking me, what could have happened to Wayne? Pilots have been talking, trying to work out if there is a lesson for all of us somewhere in his death. No one will know, I guess, until the NSW Coroner gets a report of the investigation done by RA-Aus and the police.

But the thing that struck me was the media reporting of the incident. The media loves aeroplane crashes. They always lead the nightly news.

Whenever there is one involving an RA-Aus aircraft, the chasing media gets puzzled. They ring ATSB and ask how the investigation is going. ATSB says it's nothing to do with them because the crash is an RA-Aus matter. They call RA-Aus and are told the state coroner is the one in charge. The coroner's office says nothing

at all. It's got a hard job to get on with.

The media doesn't get it. For them, aeroplane accidents are the stuff of legends and television shows such as Air Crash Investigators. Surely, they imagine, a team of experts fly in from somewhere, spends months crawling over the wreckage using state-of-the-art equipment to spot the tiny telltale failures which caused the accident. The idea that a locally nominated, properly qualified RA-Aus person might do such a job on his or her own, doesn't seem to them as quite..well..dramatic.

Virtually every newspaper story I've ever read about an RA-Aus fatality has a line similar to this... 'Because the aircraft was home-made, the crash will not be investigated by the Civil Aviation Safety Authority'. It's almost as if the journalist wanted to write "Get a load of

first have to get them to understand us. They won't do that as long as the only time they see us is as burning wreckage in a paddock.

Because of 9/11 and government propaganda, security and safety are the things the non-flying public really gets.

Why not establish within RA-Aus a department called, for argument's sake, the Office of Safety Assessment (OSA) and put in charge of it, a person whose job is called something like a Critical Safety Investigator (CSI). If he was based in Canberra he would be called CSI Canberra. Eventually, perhaps, we would have CSI Melbourne, CSI Sydney and so on.

CSI Canberra's job would be to fly in as soon as possible after a crash to the location, to be the face and substance of RA-Aus on the scene. Properly media trained, and looking professional in a suit and tie, he or she would stand up in front of the cameras and declare "I'm CSI Canberra, I've just appointed Frank here as our lead CSI Investigator on this case. Frank will conduct the full inquiry and liaise with local and federal authorities to ensure no stone is left unturned in our quest for the truth of this accident."

The public would be left in no doubt that we have a serious and dramatic person doing the job professionally. It would cost RA-Aus an airfare and a hotel room each time, but would still be hundreds of times cheaper than an ad campaign to convince the public we aren't all mad scientists bent on suicide.

The OSA could be a properly funded department and the CSI someone experienced in safety matters. The office could take over some of the jobs now being done by the OPS team – safety statistics, training, trend spotting, analysis and, of course, investigations. Everyone agrees safety needs to be a big priority for RA-Aus, but being seen by the public to be safe is just as important.

Wouldn't hurt with CASA either. It loves the word safety.

By the way, it helps our image to give the new jobs names which translate into sexy, three letter acronyms such as OSA and CSI.

CSI, for example, is well known to everyone and has credibility because of the TV shows. And OSA sounds like the secret service. Gives us more credibility.

It would be no good calling them the Federal Aviation Research Team (FART), for example. 🚫



# Flying in a cloud

Author's name withheld



**I** HAVE sat on this story for years, not sure how to tell it, nor having the intestinal fortitude to do so. However, after reading Nathan Quigley's letter 'Keeping the Blue Side Up' in the November 2012 Sport Pilot, I am now motivated to share my experience.

I agree with Nathan that VFR pilots should have the skills to survive an accidental excursion into cloud.

We are taught and tested on the skills to survive an engine failure or a breakdown of one of our 3 axis controls or to handle a stall, all of which shouldn't happen, but we are prepared for them if they do. Why not cloud?

My story starts at my local airstrip at 0700 hours, pre-flighting a rented aircraft for a four hour trip to Narromine for NATFLY.

Everything was loaded and my passenger, himself a certified RA-Aus pilot, asked me as I replaced the engine cowl "What do you think of the cloud cover?"

The rising sun revealed around 6 / 8 cloud on the move in the direction of our proposed travel. The weather report had been reasonable.

"Let's ask the others," I said, walking across to the group of experienced heads who had finished their own pre-flights and were downing the last of the coffee. We were to travel in a group.

Most of the other pilots were either instructors or old hands, well respected in the local aviation community. I had 43 hours in command

and 96.8 total hours in my log book.

Our highest qualified colleague, a GA pilot, said he was going to fly, and would radio back information on the conditions as he got further out. That motivated two others to do the same, leaving two of us to make up our own minds. We both took the decision to hold for 30 minutes until we got the report.

It was positive, so we took off with the cloud cover at 2000ft, broken but with the occasional cloud at circuit height.

**▼ We could see blue behind - an exit if we needed it**

As we climbed, gaining height to get a look ahead, we could see blue behind - an exit if we needed it - but in front it looked grim. At 5000ft, there was no consistent view of the ground, so we made the decision to turn back. So I was capable of making a good decision.

We sat on the ground for an hour, confident conditions would improve. They did, and we had

a great trip to Narromine. My total hours ticked over 100 (is that the danger zone?).

NATFLY was particularly wet that year, the final three days almost non-stop rain.

On the Sunday, there were intermittent showers and cloud around the field. Our group plan was to go to Temora for the air show, but we had to be on the ground there at 1100 before the show began.

The wise heads decided we might have to dodge a few showers on the way, but they reckoned it shouldn't be a problem.

We had a colleague travelling on the ground, who called on the way to Temora to report the weather was clearing.

The GA pilot took off first. He had advised us that because we had a hired aircraft, we shouldn't refuel at Narromine but, instead do it at Temora where the pump price was cheaper. We had enough fuel for the trip anyway. I followed his advice.

Briefed by my navigator, I took off and began dodging rain showers and the occasional low cloud.

About half way, we passed over the Lachlan River and were abeam Forbes in fairly blue sky. Looking ahead, I could see more cloud, but I now had my 'out' if I needed it, so I pressed on.

Gradually the cloud got lower and the ground closer, so about half way between Forbes and Temora, I made the decision to turn back.

We got back into relatively clear sky near



**All of a sudden,  
my world went white.  
My immediate reaction  
was not to descend. The  
only way was up.**

Forbes and seeing we would now probably miss the air show, we decided instead to head for home from there.

Just then, one of our flying group, who was nearby, announced that he was going on to Temora and that the weather would be OK. He'd been flying for a very long time, so I made the decision to follow him.

Tucked in behind the other aircraft, I felt confident. All I had to do was follow him. Unfortunately my aircraft wanted to fly faster than his, so we caught him up and passed, with a radio message to let him know.

So now we were leading into steadily lower cloud and rising terrain in a circumstance my training and recent past experience had taught me to avoid. It didn't feel good.

The radio traffic from Temora was increasing as traffic approached from all directions. It included a lot of information about cloud base and reduced circuit heights. Some spoke of 300ft AGL. That could not be good.

I pressed on, just below cloud base and, thanks to my great navigator, I eventually found Temora airstrip, right on the nose, a mile or so out.

Entering the circuit, I was heading due south and because the active runway was 36, I was on track to enter downwind.

Suddenly. "What's that?" cried my passenger, pointing low left.

"S\*\*t!" was the best I could do, as I pulled the control stick right, just as the pilot of a GA

twin, which had just taken off from 36, performed the same collision avoidance drill.

I didn't have time to admire my quick reactions. The secondary effect of my rapid aileron turn was to gain altitude.

All of a sudden, my world went white. My immediate reaction was not to descend. There were too many obstacles and the further away I was from the planet, the safer I felt I would be. The only way was up.

We RA-Aus pilots do not fly in conditions other than VFR, therefore I had no training for the circumstance in which I now found myself.

Flying blind, with a lot of traffic in the area, with another aircraft somewhere just behind me, with the airport and the circuit somewhere not far below, with low visibility below the cloud, above terrain with which I was not familiar, low on experience and responsible for the life in the right seat. Fortunately for me, Narromine pilots sit around and exchange stories of their exploits, and with all the rain, this year had been no exception.

Just the previous evening, I had been sitting with such a group, listening to all sorts of flying adventures. One experienced pilot had told of getting out of cloud on the trip to Narromine. I had taken it all in and went on to the next beer.

Now it was time to try and recall what he had said around the beer table.

Keep the ball in the centre, fly it straight; Watch the VSI and maintain either level flight or

a rate of climb (remember the lag); Watch the altimeter and maintain height; Keep an eye on the RPM, if it goes up without throttle change, you are losing altitude; Glance out of the cockpit occasionally, not constantly, because you lose perspective with no reference point; Look for the sun through the cloud and head for it when you see it; Don't rely on your senses.

(The reader should not take this list as a definitive lesson on how to survive in cloud. I simply offer what I used in this instance).

My navigator, who had shared the beer table lesson, also kept an eye on the instruments, and on more than one occasion, alerted me to changing conditions.

It seemed like a lifetime in that cloud. It may have been a couple of minutes, maybe five - I can't say for sure - but the dull orange glow of the sun was a glorious sight and I aimed at it.

A minute or so later we were in wonderful sunlight. But then what?

There was unbroken cloud below and no chance of getting down. Fuel was becoming critical, with enough for a bee line back to Forbes where I knew it had been clear. There was no time to hang about.

Because we had been using the GPS as a backup, it was a simple matter of setting a reciprocal heading. I informed the rest of the group what I was doing.

It was a surreal experience, flying above total cloud cover. Remember none of us is trained to do it and will only experience it when we are in trouble.

The story ends with us finding a 30 degree tunnel of clear air just above Forbes airstrip, through which we passed without difficulty.

The funny thing is that I missed the approach at Forbes and had to go around. Strange how one can react properly when stressed, but make a mistake as soon as the stress is removed.

So, what point am I trying to make by confessing my sins?

If it had not been for the unofficial lesson I'd received the night before, there would be one less pilot in the air and I would have killed a very dear friend.

The booklet '178 Seconds' by Sander Vandeth explains a lot about where I went wrong. Vandeth refers to the error chain - ie the bringing together of several errors which lead to an incident.

The breaking of the chain will more than likely prevent the incident.

I had several chances to break the chain, but didn't.

The main errors I made were yielding to external pressures of time, get-there-itis and listening to others rather than making my own decisions. I also suggest that luck was on my side that day.

So I would like to support the idea of providing RA-Aus pilots some official lifesaving training to give themselves and their passengers a better chance of survival if they ever find themselves in cloud.

Regardless of how they got there. 



# A VIRUS WITH VROOM

by Brian Bigg



**T**HINK of motor gliders and you probably imagine graceful looking aircraft with long wings sweeping lazily across thermal ridges.

You most certainly don't think of the same graceful looking aircraft belting along at 147kts. Covering the distance from the Gold Coast to Temora in just four hours (with two toilet stops). That's about as fast as some of our GA cousins pushing 6 cylinders.

You also don't think about getting that outrageous cruise speed burning only 15 litres an hour.

Those numbers appear quite unbelievable to those of us driving around in similar looking aircraft, with similar sized engines, burning a similar amount of fuel, but only progressing along at 100kts. A cruise of 147kts and a VNE of 163kts? Really?

Those are the numbers Peter Bugg is getting with his new Pipistrel Virus SW 912is.

When Peter invited me to take his new baby for a stroll at Natfly, I was strapped and ready to go in a flash.

The secret, of course, is the combination of the new Rotax and Pipistrel's attention to aerodynamic efficiency. Computerised fuel management means the already terrific Rotax remains always in tune. It's still only putting out the same 100hp as the 912ULS, but the 912is is doing it much more consistently than ever before. The digital engine monitoring instruments come standard with the new engine, as does the Dynon Skyview series multi-function screen with the Virus.

Peter's 24-8169 has a large number 1 on its tail, signifying it's the first of its breed anywhere in the world to use the new Rotax powerplant. It's a former demonstrator Peter bought while

at Oshkosh last year. It arrived at Heck Field in South East Queensland at Christmas time, the tenth Virus on the roster in Australia. Three months later, Peter still has the grin on his face.

The SW signifies it is the short wing version. Although at 10.71m it's not really short in the classic sense. And the original Virus wing span is just 1.7m more. The factory says those wings give the aircraft a glide ratio of 17:1 if the Rotax ever stops making the appropriate noises.

The interior is Kevlar reinforced and the seats are lovely leather. Lots of room and lots of comfort. I've read criticism that the overhead wing spar design reduces the space in the cabin and therefore safety (not enough room for your head and limbs to flail around in a crash), but there appeared to be more than enough space for me.

Australian distributor for the Pipistrel range, Michael Coates, says the wing of the Virus is identical to the other models, but the difference is in the fuselage. It uses a different manufacturing method and materials, even though it comes out of the same mould.

"The increase in speed from 120kts up to 150kts also increases the load on the airframe substantially and that is why it requires different construction, especially at the rear of the fuselage to handle the higher loads", says Michael.

"It is now made so strong that the manoeuvring speed is also the same as the VNE."

The panel is an attractive carbon fibre thing to look at. I still struggle using a glass cockpit at short notice and found myself unconsciously reverting to the steam gauges. Fortunately it had both.

As you'd expect with such an aircraft, the takeoff roll was over only moments after I felt

the acceleration and even with two of us on board, the aircraft climbed out at a hefty 1,500fpm.

I found it stiffer in aileron control than I was use to and more sensitive in pitch, but those are control differences you quickly get a handle on and I stopped thinking about them in seconds. It's quite a

delight to fly, really. I'm already comfortable with big wings and enjoy sweeping majestically around corners, rather than darting around sharply like you do in aircraft with what I call stunted wings.

At one point we were straight and level at 105kts and the engine instrument reported we were burning just on 10 litres an hour. The aircraft has two 50 litre tanks so even at that speed, you are going to need to stop for a toilet long before you need to stop for petrol.

When we wound it up, we topped 145kts easily, so the new owner wasn't exaggerating. We didn't push it all the way to VNE. Why bother? I was never going to need it. The cabin remained quiet at the cruise speed and the ride was as smooth as silk. It was early in the day and the weather was delightful, so it wasn't possible at the time to report on what it might be like in turbulence (after all it has big wings and a light wing loading), but the factory says high speed cruise in strong turbulence isn't a drama. That would be nice during an Aussie



>> Photos: Michael Coates



summer. The Virus stalls at 34kts and it's a gentle affair.

The most notable difference between this and similar aircraft became obvious when we wanted to come back down. There is a big overhead lever between the two seats.

Like an upside down flap lever. It's an airbrake and it means if I ever want to own one of these aircraft, I am going to have to completely relearn how to land.

We turned on final too high for my tastes. Peter kept it up at

800ft. I know from flying a long winged plane of my own, if you don't carefully manage your height and speed at the end of a circuit, you will still be floating long past the point the threshold has disappeared behind you.

Peter put on one stage of flap and explained it was all he needed to use. More than that, he explained, an aileron control became restricted. We were still way too high until he grabbed the airbrake, pulled it down and we dropped like a rock - 1,500fpm all the way down



to the threshold.

As we flared, he released the airbrake and we touched down like the runway was made of glass. This system will be perfect for anyone planning to use an ALA where the approaches are steep, dodgy or the landing length less than generous. But you will need to practice it, because it is different. And good luck calming nervous passengers, whose ears will pop all the way down.

All in all though, a lovely aircraft to fly.

The Virus was launched in Europe in 1999, so Pipistrel has had a lot of time to get things right with this model. They've moved onto newer and

more exotic designs –the GA Pantera model was launched this year and the company was one of the first to explore electric powered aircraft.

But the combination of Pipistrel's passion for speed and efficiency, combined with the new super engine from Rotax makes Peter's aircraft a little on the dear side at about \$145,000 in this configuration, but a very attractive proposition for a fast and cheap touring aircraft for Australian conditions. 147kts. Where couldn't I go at that speed? 🤖

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# LEARNING TO FLY



**DR GERRY CONSIDINE**

## Flight test 101

**P**ULLING into the familiar parking spot at the Pirie airfield, I saw there was already coffee ready. Fantastic. I would need all the help I could get today. The news of the day involved some RAAF cadets coming up from Goolwa to have a day of flying in two motorised gliders. Great! Nice big slow traffic in the circuit. At least most of my flying exam would take place away from the airstrip.

Unfortunately one of the radios used by the gliders wasn't working very well, so all we heard was static. At least the big wings were easy to see. In the other aircraft the radio was working but not the instructor using it. At one point, he called he was on final approach to runway 37. There is 08/26, 17/35 or 03/21 – but no 37.

After a quick briefing with Earl and some last consolidation circuits, it was time for me to get to it. Despite having flown with Earl for many hours, the flight test was still nerve wracking. Every switch, movement of the stick or turn of the head was potentially a wrong move. But I couldn't ask if it was. We conducted some steep turns in which I managed to stay within



100ft of altitude with the balance ball centred. There was a practice engine failure which also was successful – well as much as an engine failure CAN be successful. Then a precautionary search and landing, plus the regular radio calls involved when approaching an airfield.

"Traffic Port Pirie, Jabiru 7265 is currently one zero miles to the southwest. Inbound at 2,500. Estimate circuit time four two. Port Pirie."

It was an average landing back at home base, but all three wheels were safely back on the ground. I taxied back over to the apron and fitted

into a spot among the ungainly gliders. As soon as I turned off the avionics and switched the engine off, Earl stuck out a hand and said "Congrats. Passed!"

I had spent 11 days and 25 hours of flying to get to this point. The reason it felt like it had gone quickly was because it had. It felt like yesterday I was on a plane back from Canberra to start my first lesson. But I had learnt so much and felt confident moving the plane around the sky.

Earl said my flight had been a solid effort with just one or two things to improve on, including watching the airspeed when turning final for a forced landing.

Apparently spinning into the ground isn't a good look. We filled in my log book and paperwork to be sent off for my certificate. Having the certificate done and dusted, meant I could fly within a 25nm radius from Port Pirie without landing. There were plenty more hours to be flown before I would be able to both carry a passenger and leave that radius.

**NEXT** Gerry tackles the navigation and passenger endorsements. 



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## Crosswind landings

A VISITOR to New York once asked a passerby "What is the best way to get to Carnegie Hall?"

The passerby happened to be a famous pianist who answered him "Practice, practice, practice!"

So, too, with consistently safe and incident free crosswind landings.

The explanation of the crabbing method and the wing down technique are the framework for the lesson. But there is more to consider and even then, the best way to master either technique is to get out there on those not so good days and practice, practice, practice.

### FACTORS TO CONSIDER

Knowing how much your aircraft will safely handle is an important factor. The Pilot Handling Manual will list your particular aircraft's maximum crosswind limit. This is the wind strength the structure has been proven to be able to cope with. Beyond that there are no promises.

The effects of wind shear, gusts or uneven wind gradients in the crosswind also need to be considered. At low RPM, speed loss is a major concern. It can result in undershooting the aiming or touchdown points. It also could lead to loss of control. It is important, therefore, for the student to recognise it is not appropriate to use elevators only to maintain the approach path. Use power as well. This is especially so in lower performance aircraft, where the airspeed is already low. Along with a nose high attitude (i.e. the aircraft is at the back side of

the drag curve), the aircraft may be placed in a precarious position if there is a sudden wind drop during the approach. Remember if speed is reduced, drag is increased. Be prepared to apply some power.

On the other hand, there may be an increase in wind speed as the aircraft approaches its touchdown point. This could lead to ballooning, especially if the pilot tries to prevent acceleration by pitching up.

So control of power and airspeed is critical to prevent undershoot or overshoot, especially during gusty crosswind approaches.

Calculating the crosswind component. It is important the student has some idea about the strength of the wind coming at them. A quick rule of thumb is:

If the wind is 30 degrees off either side of the runway heading, the crosswind component will be 50% of the strength of the wind (e.g. 20kts wind speed, the crosswind component will be 10kts).

At 50 degrees off either side of the runway heading, the crosswind component will be  $\frac{3}{4}$  of the wind speed (i.e. 20kts wind strength = crosswind component of 15kts).

At 70 degrees and beyond, the crosswind component will be all the wind strength (i.e. 20kts wind strength = 20kts crosswind).

The basic rules will always remain the same. Use rudder to keep the aircraft going straight down the runway. Use aileron to stop drift from

side to side, keeping the into wind wing down. Always remember the wind does not stop at touchdown. Use aileron and elevator adjustments as required and taxi slowly.

Here is a pearl of wisdom from [www.airbusdrive.net/crosswinds](http://www.airbusdrive.net/crosswinds) – a forum on how to land a 737, but they apply to all crosswind landings in most aircraft.

"When starting students on the initial lesson on crosswind landings, using either "crabbing" or "wing-down" techniques, set up for final and fly down to about 50ft - then execute a go-around. Do this several times. This will enable the student to recognise the wind velocity and the feel of the technique. When the student becomes more comfortable with the feel of setting up and flying a crosswind circuit, gradually progress to fullstop landings."

Crosswinds landings are an important part of the syllabus. A student will often fly out in fine conditions only to find on their return that the direction and strength of the wind has changed. Their ability to meet the challenge of crosswind landing comes from the many hours they have spent trying to get to Carnegie Hall. Practice, practice, practice!

**References:** [www.sportpilot.org/learn-to-fly/articles/crosswinds](http://www.sportpilot.org/learn-to-fly/articles/crosswinds); [www.airbusdriver.net/crosswindlandings](http://www.airbusdriver.net/crosswindlandings); [www.flighttraining.aopa.org/students](http://www.flighttraining.aopa.org/students); [www.flyingmag.com/training/proficiency/masteringcrosswindlandings](http://www.flyingmag.com/training/proficiency/masteringcrosswindlandings)





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# Vale, Wayne Fisher

30.9.50 ~ 25.3.13

by Marie Jeffery

**S**PORT Aviation in Australia lost a pioneer, innovator, mentor and friend to many in March when Wayne Fisher died testing an RV-12.

Flying was Wayne's life. He accumulated over 7,000 hours through ultralight and GA aircraft, and many more in unpowered flight. His aviation interest was kindled by his stepfather who was a pilot and who encouraged Wayne to become a member of the Air Training Corps at school.

As with many men who yearned to fly simply and cheaply, Wayne first began flying tow gliders behind ski boats. These were early delta types with no top rigging and no battens.

Wayne moved to the Gold Coast where he was a professional water ski performer with Seaworld for two years. After Seaworld, Wayne progressed to hang gliders. He was one of a group of young men

hours under his belt before the AUF had its first meeting to set up flying schools.

Austflight moved to Boonah in 1986 when it became clear the company could no longer operate from a strip beside the highway on the southern outskirts of Ballina.

As Austflight's workshop manager, Wayne was involved with certification of the two seat Drifter, which took approximately three years. Wayne continued to conduct flight training in Drifters and, for leisure, tried out gliding, since the gliding club was conveniently located at the same strip.

After leaving Austflight in 1987, Wayne returned to the Northern Rivers. During the months that followed, he was test pilot for Lancair in Ballina before starting his own ultralight business.

In 1991, Wayne conducted his ultralight maintenance and flight training business from Coffs Harbour airport before returning to Lismore.

With his third wife Marie, Wayne built Spectrum Aviation into a sound business and in 2004 expanded

*If it wasn't spot on, it wasn't good enough, it had to be perfect*



>> Photos by Haldon Boyd and Scott Richardson

who endeavoured to push the boundaries with this new form of flight, by competing to stay aloft for as many hours as possible in the sea breezes. It is said they were among the first to discover thermal flying along the ridge behind Byron Bay. In 1977, Wayne attended the European Championships in Austria and won first place in the non-European class. He was a hang gliding instructor for 7-8 years.

In 1979 Wayne moved to Lennox Head, which was a mecca for hang glider pilots who came from near and far to surf in the morning, then fly smooth summer sea breezes along the ridge in the afternoon.

Howie and Henk De Jong of Austflight, and Wayne built one of the first trikes in Australia, basically from a picture in a magazine. There were several other madcap projects, attempted with the enthusiasm of men breaking new ground which, fortunately, never flew.

Henk De Jong imported and built Maxair Hummers and Maxair Drifters from the US and Wayne was employed to assist with manufacturing and flight training. He had quite a number of training

to a larger hangar. The aerobatic Fisher Mk 1 VH-VSI, which had been a dream of Wayne's for more than 10 years, came into existence in 2002. In time, several of his Fisher aircraft found their way into Europe and SE Asia. There were many flying adventures, attending regional fly-ins and Natfly at Narromine, usually with two Drifter type ultralights, as both Wayne and Marie preferred to be Pilot in Command.

As Wayne discovered each new passion in his life, he became totally focussed, hence he was in turn an experienced scuba diver, drummer in a session band, body builder and Mr Australia competitor, water ski performer for Seaworld, hang glider pilot and instructor, ultralight and GA pilot, ultralight manufacturer and instructor, and an extremely fit and competitive cyclist.

Wayne was a devoted father to Lauren, Dayle and Krystal, an extremely caring and supportive stepfather to Rachel, Amber, Kelly and Tanya, a husband to Robyn, Lynn and Marie, and a special friend and fellow aviator to many men and women in whose memory he will always remain. 🍷



## Wayne as an instructor

**By his youngest current student, Aaron Handford, aged 17**

I knew Wayne for about three years. We first met at an aero club meeting. He was a shy man on the ground, but once in the air he was unstoppable, both verbally and physically engaging in flight training, sharing his knowledge and experiences. He had a witty comment for every possible situation. His favourite was "What we have here is a failure to communicate". His attention to detail was outstanding as was his flight training, "55kts, not one knot under, not one knot over, 55kts". If it wasn't spot on, it wasn't good enough, it had to be perfect. He was patient in both training and bartering for flying hours. I completed two weeks of work placement with Wayne. It was an eye opener as to how an aircraft is made and as to how productivity and precision are both needed to run a successful business.

I was standing in Wayne's hangar talking to him the afternoon before the accident. Wayne was one of the best pilots I knew, my instructor, my friend, now gone.

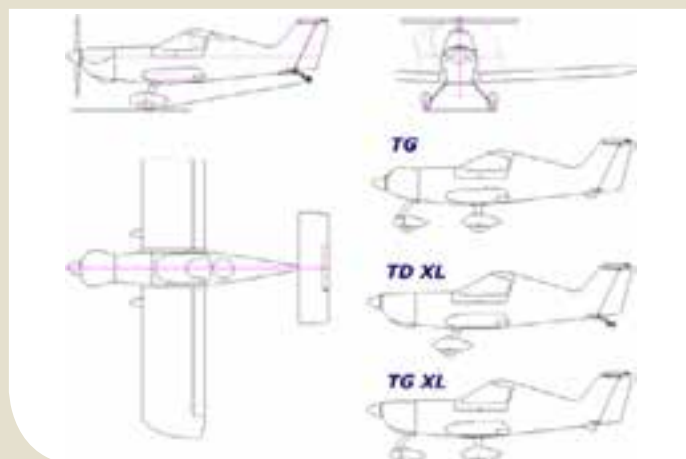
### NOTICE

At NATFLY, the RA-Aus board announced that Wayne would be recognised with a Pioneer's Award to commemorate his place as one of the founders of the ultralight fraternity in Australia.





# THE SPACEK SD-1 Minisport by Thomas Pluess



**I**HAVE been interested in building my own aircraft for a long time. Back in the 1980s, the first set of plans I bought were for a Parker Teenie Two, an all-metal low-wing single-seater powered by a 50-65hp VW engine. I attended a sheet metal course at TAFE but then never started building it.

A few years later, my interest moved to a 2-seater and I bought the plans for a French Canard Junqua RJ-03 Ibis. After I started to cut some metal fittings, we moved to West Africa and that was the end of that dream. With a growing family and all sorts of other obligations, flying fell by the wayside.

Then I saw a picture of the SD-1 Minisport in a European Microlight publication. I was immediately hooked by the performance from such a small engine and also the look of the plane on the ground and in flight. A few emails back and forth, some consultations with the RA-Aus Tech Manager and my better half, and I placed an order for a 51% kit. It arrived in March 2012, while I still had to clean out my shed and build a work table.

The SD-1 Minisport is one of the new generation of very light planes in conventional configuration. The other notable examples are the French Colomban MC30 Luciole (Firefly) and the Finnish PIK-26. All three models have similar performance, use similar low hp engines and are all built from wood, foam, ply and carbon and fibreglass reinforcements. I chose the SD-1 for a number of reasons: it was available from plans + basic kit, material kit right through to ready-to-fly, it had the best payload and the largest number of engine options.

The SD-1 was designed by the Czech aeronautical engineer, Igor Spacek, and the prototype first flew in 2007, powered by the locally built Trabant engine (an air-cooled 2 cylinder, 2-stroke engine of 30hp in direct drive). Igor was challenged by the increasing cost of flying for pleasure and was looking for a simple, low powered design with good performance and safe flight characteristics. The result was a low-wing aircraft with T-tail, built from spruce, foam and plywood and using carbon fibre in high-stress areas (main wing spars, elevator and fin spar, fuselage reinforcements) and some composite components for compound shapes (cowling, wing root and gear fairings, wing and elevator tips).





>> This is the Kohler CH750 equipped machine of French builder Richard Tatu. He engineered the engine installation himself and designed and built his own cowl.



>> The Kohler CH750 installed in the factory demonstrator. The engine receives only a few modifications: removal of all the metal shrouds and fan, lightening of the flywheel, relocation of the carburettor and a new intake manifold and air ducts. The prop is attached to an extension bolted to the flywheel.



## I was immediately hooked by the performance from such a small engine

All flying surfaces are built up with main and rear spars, foam ribs and covered with plywood of 0.8 to 1.2mm. The fuselage is a conventional construction using a spruce frame covered with plywood and reinforced with carbon fibre in critical areas. The wing, elevator and fin spars are supplied with the required basic kit, as these high-stress parts are made from certified materials, vacuum-bagged and high-temperature cured.

The controls are also conventional, push-pull tubes for the elevator and full-span flaperons and cables for the rudder and brakes. An anti-servo tab on the trailing edge of the elevator acts as a counter force to increase the feedback from the all-flying tail. The outcome of this choice of materials and construction method is a light-weight airframe that will generally weigh about 70-75kg for an empty weight of 115-120kg.

My SD-1 is the tail dragger with XL cabin and a Galaxy rescue system installed behind the pilot. My engine choice is a Briggs & Stratton Professional-series V-twin of 810cm<sup>3</sup> displacement, delivering 30hp @ 3,600rpm for a direct-drive installation. The new generation of industrial engines from B&S, Honda, Kohler and Subaru-Robin are becoming more and more the engine of choice for PPC and single-seat trike pilots, especially in Europe where 2-stroke engines are no longer permitted in many countries.

The majority of SD-1 planes flying are fitted with either the 24hp Briggs & Stratton V-twin or now the more powerful Kohler CH750 (30hp), both are available from the manufacturer as a firewall forward option. Other engines installed are the Verner JCV 360 (2-cylinder opposed 4-stroke of 35hp) and the F-33 (28hp single) and F23 (2-cylinder 50hp) from Hirth.

The plans are proper engineering drawings based on the ISO standard on A1 or A2 sized sheets. Most templates are in full size. They do take a little while to get used to reading and interpreting all the details. I started building in May, 2012 and was lucky to have a couple of weeks leave to really get stuck into it. Because I didn't have any composite or epoxy experience, I started with smaller parts, the elevator and the flaperons. The foam ribs come pre-cut in the kit and just need to be finished to the same size for all, squared off and then glued to the spars. As with everything, there is always more than one way to reach the goal and, on some occasions, I didn't take the most appropriate way. But that's what building a plane is all about, studying the plans, eyeballing, consulting text books, internet resources and other builders' experiences and then applying all of this information to the problem in front of you.

The wings are removable by pulling the two main spar pins and two rear spar pins out, the flaperon are self-disconnect and connect. The elevator is also installed with pins and the plane can be stored or transported in a trailer of roughly 4.5m x 1.8m x 1.5m.

The flight reports from the German and French flyers speak of an agile but easy to control aircraft. An in-flight video from Richard, a French builder, shows a relaxed flight over the French countryside. He barely touches the controls in cruise, and on the take off and landing videos, there are only small movements visible. As with any tail dragger, the feet get a bit of extra work on the ground (in the video a flight of 1,330km, average speed 80kts using 5.5lt/h).



# Asia Pacific Light Flying



## THE ENIGMA

All the advanced features of the Odyssey-Voyager in a smaller package (5.7" display) Complete Systems approx.

**\$4,300 delivered!**



## 2ND GENERATION ODYSSEY

World's most advanced EFIS's with everything!  
Complete Odyssey-Voyager G2 systems approx. **\$6,000 delivered!**

- Extremely powerful, flexible, simple & intuitive operation in huge 10.4" and 8.4", high quality, high resolution, sunlight readable displays (9 user designable screens).
- Odyssey-Voyager advanced features dramatically lighten pilot burden & increase safety, particularly in high workload situations (e.g. with their spoken voice - engine, flight, terrain & airspace alerts).
- Every conceivable function: all flight; HITS; VOR, ILS, GLS, GVDR; AOA; all engine; 'black box' recording; AH/Compass; GPS (m/map); terrain (2D/3D); integrated GPS & encoder; radio/ transponder/AutoP interfaces, 'spoken voice' alerts & much, much more!
- Integrated autopilot (just add servos).
- Free, simply installed software upgrades.



## THE XTREME MINI EFIS

A 4.3 colour, bright, sunlight readable display, multifunction EFIS with remarkable functionality at a remarkable price.

With all Flight & Engine functions\*;  
Integrated GPS & encoder;  
Navigation; Flight path (GPS based flight path/ "attitude" indication); Artificial horizon#; Auto pilot# coming soon (free software upgrade); EFIS fits into std 3.5 instrument cut-out!

\*Requires sender.  
#Requires additional module(s)

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Complete range of light, accurate, multi-function, advanced instruments. Straight swap out for standard 2.25" & 3.5" instruments with brilliant one button interface & even more innovative features.

## DELTA VHF ANTENNAS

Exclusive Australasian distributor for the highly regarded Delta Pop Aviation range of VHF and transponder antennas.



## MGL VHF COM RADIO

Advanced features & design- 3.5" large display 215 grams FCC approved

**\$1,195 delivered**

website: [www.lightflying.com.au](http://www.lightflying.com.au)

Asia Pacific Light Flying

phone: (02) 6259 2002 or 0419 423 286



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>> The box with all the goodies

**SOME NUMBERS**

The MTOW for Australia is 255kg, empty weight 120-125kg with 4-stroke and rescue system. With full fuel (28lt), it will leave 110-115kg for pilot and baggage. With a 30hp engine, the plane will climb at 650-700fpm and cruise at 90-95kts with a fuel burn of 6-7lph. The optional 34lt tank will extend the range from 350 to 450NM.

**WINGSPAN** 5.98m

**LENGTH** 4.35m

**WING AREA** 6m<sup>2</sup>

**STALL SPEED CLEAN** 43kts

**STALL FULL FLAPS** 36kts

**VNE** 113kts

The pilot seat is 430mm at the hip and 510mm at the shoulders and pilots up to 1.8m will fit comfortably in the standard canopy. An optional XL canopy and a stretched fuselage (+50mm) are available for taller pilots. The wind-screen is a flat Lexan sheet wrapped around the carbon & fibre glass canopy frame. The SD-1 is also available as tail dragger or with nose wheel.

There are now 19 examples of the SD-1 flying, 10 of them in Germany. Planes are under construction in most European countries.

Quick-build kits don't fit the Australian CAO 95.55 para 1.5 criteria and RA-Aus certification for the ready-to-fly plane will be considered once the German certification process is complete.

I hope that I will be able to report on a successful first flight later this year.

For more information [www.sdplanes.com](http://www.sdplanes.com) or contact me on [sd\\_planes@yahoo.com.au](mailto:sd_planes@yahoo.com.au).

>> A flaperon before closing. After putting the skins on, the pre-formed leading edge foam is glued on and covered with fibreglass to provide some impact resistance. The rudder, fin and main wings are built in a similar way.



>> The instrument panel is quite small so a lot of thought went into the instruments. Only basic instruments are installed



>> The engine still needs to be converted for aircraft use. It will be installed as a hanging V with a dry-sump oil system a la Rotax 912 (using blow-by to pump the oil from the engine to the oil tank).

>> The 51% kit also contains all controls, ready to paint. I have experimented with anodising the aluminium parts and have achieved some nice results. Anodising is a substitute for aluprep and paint or alodine to protect the aluminium parts from corrosion.





# members' market

## 2580 TECNAM BRAVO LSA



Immaculate condition only 165 hrs TT. 100hp Rotax 912. Dynon EFIS D100. Garmin Mode C transponder. Garmin radio. AvMap large screen colour GPS. Dual fuel flow meters with electric fuel gauges. Electronic trim. Fully maintained by LAME. Always hangared. \$95,000+ GST. Phone 0411 471 273 for more details.

## 2671 JABIRU SP 500/6 19-3717



Well maintained hangared. 449.5 hrs. 123kts @19lhrs hr. Sweetapple cruise prop, custom extractors, 10 ply mains, 85ltr tank. STD gauges electric turn coordinator, volt meter, fuel flow meter. XCom VHF & headsets, + UHF & 2xGPS. Grim voltage regulator, Anderson jump start plug. Deliver anywhere. \$48,000. 08 9921 8790

## 2760 JABIRU J230C PHOTO: 2760.JPG



First to see will buy. Excellent condition, Flies hands off, genuine 120 knots, one owner, always hangared, serviced every 20hrs, TT445 hrs engine & airframe, Microair radio, transponder, JPI Fuelscan computer, couples to Garmin 296 GPS, iPad bracket, Garmin Pilot II GPS, 10 ply tyres, Low fuel light, Dual strobes, many extras, can deliver. Reduced to \$67 500 + GST. Ph 0418 930 100

## 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

## 2926 JABIRU SP-6 19-3627

Jabiru 3300 engine [solid lifters] 781 hours total time. Lowrance 2000 color Gps 5". Reg till 12/12. Level 2 maintained. Microair radio/intercom, 2 Blackhawk Headsets, Spats x 3, 85lt Fuel Tank, Aircraft Covers, external power supply, professionally painted 2 pack, Cruise 115 kts 19 lt hr. Asking \$36,900. Ararat/ Geelong area. Ph. Doug 0352552971 or 0409084589. dpark221@gmail.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

## 3052 JUST AIRCRAFT HIGHLANDER



RA Aus reg, 115 hrs TTIS, 100 hp 912S, Ground Adjustable 3 blade Kiev Prop, 100 litres fuel, deluxe interior, Professional PPG aerospace 2 pak paint, 600kg MTOW, 294kg useful load, \$85,000. Unstarted kit also available. Ph Peter 0418 129222.

## 3062 HKS 700E ENGINE

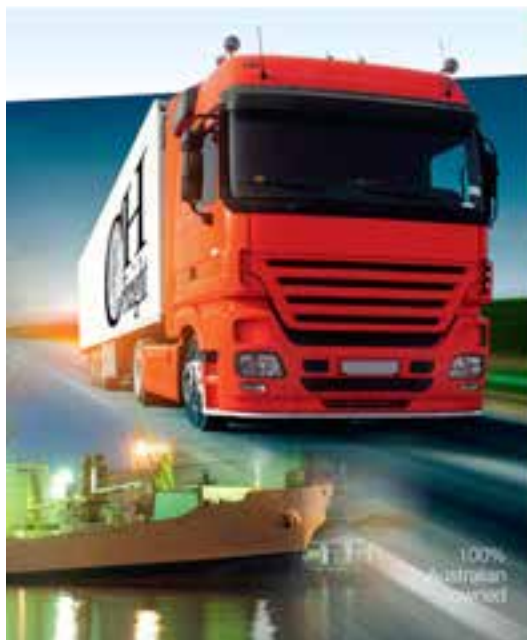


3.47 b type gearbox. Only 5 hours from new. The engine was purchased by Airborne from HKS direct and was used to evaluate a potential new product. The engine performed well but is better suited for a tractor installation. Includes Tacho, Electric Fuel Pump, Type 1000 Oil Tank, Oil Cooler. See engine [http://www.hks-power.co.jp/hks\\_aviation/products/700e/cad.html](http://www.hks-power.co.jp/hks_aviation/products/700e/cad.html) \$7500 plus shipping Australia wide. Call spares or email spares@airborne.com.au. Airborne Australia (02) 4944 9199

## 3098 TECNAM BRAVO P2004



Serial No. 069, TT171 hours - one owner. Rotax



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912ULS engine 100hp, TAS 115-120kts at 19LPH, 100 litres Premium unleaded or Avgas. As new condition - 2 place all metal aircraft. Has been GA registered - now RAAus registered. Fully maintained by qualified LAME with all log books - Nil damage history. Airmaster constant speed unit, Variable pitch propeller, Fuel flow meter, Vacuum Pump, Artificial Horizon, Turn Co-ordinator, Altimeter, Air Speed Indicator, Vertical Speed Indicator, Compass & Directional Gyro, King Transponder Mode C. Intercom, King VHF Radio, XCOM VHF Radio, Strobes & Nav Lights, 406 MHz EPIRB distress beacon, AVmap EKPIV large screen colour GPS. Cost \$125,000 (no GST applicable) Phone: 0428-878-505

## 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

## 3117 2004 EVEKTOR SPORTSTAR



Reg 24-4399 certified for 12000 hrs TT 3300Hrs, Rotax 912ULS TT920 hrs. Three blade wood comp prop. Standard instrument pack plus Bendix radio, Transponder mode A and C, Tru track GPS and horizon. Always hangered, level 2 maintained. \$65,000. John 0412 965 407

## 3125 BRUMBY LOW WING J600



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

## 3126 EUROPA XS CLASSIC



Rotax 912s engine Airmaster constant speed propeller. Endurance 3 hours 2 seats and luggage. 1700 hrs to next major engine overhaul. In excellent condition only 260 hours, 130 knot cruise. GPS included and custom built trailer. Offers around \$70,000. Contact David King: 0429942740 or 44212721

## 3135 BRUMBY LSA



Jabaru 3300, L2 maintained, always hangered, TT 750 Hrs, 120 ltrs fuel, nav & landing lights, VFR instruments, DG, AH, Garmin 296, Bolly prop & many extras. Just a dream to fly, \$65,000. Call Mick for more info 0478 807 158

## 3154 JABIRU J230D POA



3300 Rego 24-7370. Factory Built Dec 09 TT311Hrs with fresh annual completed. Factory Option 6 Panel. Dynon 180 EFIS Garmin 495, Microair Radio and Transponder Led Navigation and Strobe Lights Always Kept in Hanger Nil damage. Full window covers included. \$85,000 ono Contact David 0407 008 896 or email [davidg@fnoc.com.au](mailto: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. Hangered at Narrogin Western Australia. Good condition. \$10,000.00 ono. For more information phone 08 9419 3408

## 3161 SV12 ONE SEATER



250cc Robin Engine in good condition. \$5500.00 pleas on offers, phone for all info. 0412 413 046

## 3170 RANS S4



Good condition. 110-120kts cruise. Coyote single seat. Hangered for past 16 years. trailer included. Phone Darrell 57 65 2126

## 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 \$65,000 no GST for quick sale 0419348288 or [pbugg@onthenet.com.au](mailto: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.. Hangered 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

## 3204 AEROPUP19-5174-WITH TRAILER



**SOLD**





## Why fit a BRS Ballistic Recovery System ?

For when circumstances prevent a safe conventional landing

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- \* Designed for long distance flights. Endurance around 5 hrs @ 100 kts.

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[WWW.SEAMAX.COM.AU](http://WWW.SEAMAX.COM.AU)





2 seat folding wing Built 2008 TTIS 160 hours. Jabiru 2200 hydraulic engine; cruise 80 knots. Instruments include; virt card compass; fuel pressure; CHT, EGT, oil pressure & temp, Magellan 315 GPS; Xcom radio; Dave Clark headset. Tandem enclosed trailer, registered & professionally built. \$45K. Always hangared, phone Russell: 0488938050 Mallacoota Vic

**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. 0407 176 252, 07 3287 3001, roaroo12@yahoo.com.au

**3213 FOR SALE JABIRU J-230D**



Airframe 900 hours, latest factory reconditioned engine 10 hours. Dynon 10 Efi's, plus analog instruments, Garmon 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. \$85,000 incl GST, phone Bill 0429 054 205

**3214 FACTORY BUILT LIGHTWING**



Lw1-045, 582 Two Stroke 65HP TT290hrs. Rego 25-326 July 2013, New brake linings, Frame and skin in very good condition, always Hangared. ALT, EGT, RPM, ASI, VSI, Turn Co-ord, Eng Temp, Volt, Fuel Gauges, VHF, UHF, Intercom. Currently at Ballina at Lightwing Factory. \$23000.00 Can arrange inspection. Call Sam 0427929211

**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.

**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

**3232 POWERED PARACHUTE**



Like new. 40 hours total time. 400sq.ft. chute. Rotax 503. Two place tandem seats. USA design. Feet control, hand throttle and ground steering. 7 months rego. VHF radio. \$10,000. Also fully enclosed trailer with powered winch and ramps. \$2000. 0407713273

**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.

**3238 AIRBORNE WINDSPORTS**



XT 912 CRUZE wing, TT 188 hrs, two helmets & headsets, Micro-air radio. Has engine cover. Comes

with roll around trolley system for easy movement - wing UP or Down. ALWAYS hangared ! & All in excellent condition. Price \$44,500 Ph 0416 041 007 for more details

**3241 AIRBORNE EDGE X SERIES & TRAILER**



Wizard wing, 582 Rotax 376 hrs TT, custom made registered trailer, heavy duty covers, helmets, Micro avionics, UL-200 headsets, Garmin GPS, stoneguard, landing

light, tall windscreen, well maintained with maintenance history. \$16 000 ono, Email bear.humphries@gmail.com, or ph. David 0414 256 246

**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@thecotterells.com \$80,000 Located York, WA. Contact ph Gordon 0419 942 645

**3243 SEAREY AMPHIBIAN**



Australia's favourite seaplane. Expensively restored. FOLLOWING ALL NEW:- 100hp Rotax 912ULS engine, IVO propeller., VFR instruments, ICOM 210 radio, Microair Transponder. Wings re-covered in Ceconite. New windscreen and canopies. Save years of work! \$3000 extras included. \$67,000. Reducing \$1000 per month until sold. Custom covers. Launching trolley. gwsb@yahoo.com. 07 55242144.

**3245 EVEKTOR SPORTSTAR**



Low hours and great cosmetics for its age, a joy to fly at 93 knots on 17 lph. 2005 model, Rotax 912ULS. 1200 TT, 800 engine remaining. Bendix VHF and Mode-C. Always hangared and L2/LAME maintained. Based Gawler, call me and we'll go fly! \$69,000 ono. Bas Scheffers bas@scheffers.net 0405011330

**3248 EVEKTOR SPORTSTAR - REDUCED**





## MEMBERS' MARKET

Pristine Evektor Sportstar Plus - REDUCED TO SELL!  
150 hrs TTIS Fresh 100hrly, level 2 maintained  
hanged 3 blade Woodcomp in-flight adjustable  
prop. Bendix/King Xpdr and VHF Garmin Aera 500 GPS  
Tru-track ADI Electric trim Cover All A/Ds complete  
Townsville 0419668743 \$100,000 negotiable

### 3249 1/6 SHARE JABIRU J230D

Jabiru J230d 1/6 syndicate share, micro air VHF  
x 2, transponder, avmap insured and hanged  
at tooradin vic, zero hours on latest engine  
\$16000. \$140 PCM and \$70 per hour. Call Glenn  
Wattie 0418320385

### 3252 FOXCON TERRIER



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

### 3254 SKYRANGER SWIFT WITH ROTAX 912S



Skyranger Swift, first registered 2008, TT 175 hours  
with Rotax 912S, TT 1815h with new sprag clutch, Xlam  
skins, Icom A200 radio, 60L aluminium tanks, Powerfin  
prop, luggage bag, includes wing fold kit (not fitted).  
Good condition, rego till December 2013. \$27,000  
Contact Chris 0418 493989 or chrisoz@gmx.net

### 3255 1835 VW NICASIL CYL & PISTON SET

New unused aluminium nicasil piston and cylinder  
set. Includes pistons, rings, pins, circlips, spare ring  
set in original packaging Runs cooler and weighs  
less than std steel assys. billoates@ozemail.com.au  
0418779560

### 3257 JABIRU J230



Share in Jabiru J230 hanged Murray Bridge. wingtip  
strobes, transponder, elect flaps, tru-trak, lambswool  
seats. tt70hrs land lights.cabin heater. mike  
0438400601 graham 0400144282

### 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

### 3264 ALPI PIONEER 200XL



Factory Built. Metallic Green / White. Rotax 912S  
100HP Idrovario Constant speed prop. Dual controls,  
Hydraulic brakes inc park. Icom radio, Avmap 1V GPS.  
Flybox altimeter, Hour meter/Revs, Prop control. Long  
range fuel tank Excellent short field capability and  
climb. Cruise 115 Knots Contact: Jim Rodgers  
ridgacre@msn.com 0457054123

### 3265 GOLD COAST SAVANNAH STOL



Amazing Gold Coast Savannah Super STOL\*\* flys  
hands off \*\*safe and fun 28knot stall 100hp Rotax  
1000fpm, \*always hanged\* tundra tires,\*possible  
1/3rd hangar subject HG Muwillumbah \* Paddock  
hopping adventure touring, southpolenorthpole@  
hotmail.com 0730405665

### 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 wind-  
screen, log book,  
manuals, registered  
RA-Aus till 27/9/2013,  
always hanged,  
privately owned,  
excellent condition,

lots of extras. \$39,900 Ph 0429 6199 87.  
flblainey@gmail.com

### 3275 JABIRU LSA55



Reluctant sale. This aircraft is in terrific condition and  
flies beautifully. 2.2Litre motor s/n 1307 (solid lifters)  
Engine: 552Hrs Airframe: 993Hrs New propeller.  
Large wheels Wheel spats included. 1 owner pilot for  
last 5.5 years plus 1 owner pilot for approx 5 years  
prior to that. Sydney Mobile:0417781778

### 3276 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  
hanged, always  
privately owned,  
excellent condition, lots  
of extras. \$39,900. Ph

0429 61 99 87 flblainey@gmail.com

### 3279 JABIRU LSA 55-3260



JABIRU LSA 55-3260 TTAf 3900hrs, TTE 430hrs,  
Always hanged and serviced every 25hrs by L2.  
Icom-A200 VHF and Bendix/King transponder. Well  
equipped. 65L fuel tank, headsets etc. Flies well,  
excellent performance. \$32,000. Hamilton Victoria.  
0355724236 or colinke@bigpond.com

### 3280 J170-C PRICE REDUCED!!!



2007 Factory built J170-C For sale. 800TTIS and  
engine replaced at 575 hours. Factory repaired in  
2011, with all A/d's complete, L2 maintained and  
always hanged. Price reduced to \$58,000 ono. For  
more details contact Graham 0427 472349.

### 3281 RALLYE MS 880B



All metal aircraft, 4 seater, 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 0427748094

### 3284 STORM 400/CENTURY PROJECT



Metal 2+2 seat. 70% complete, almost ready to  
close. Most left to finish. Log book. Logs/books,  
photos, rivets, landing gear, etc. All parts beyond  
standard kit. Many instruments included/  
available for right offer. All offers considered. Call  
Scott 0449113897

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## MEMBERS' MARKET

### 3285 JABIRU J120



JABIRU J120 Reg 24-5485 08 model factory built 495 hours tt airframe and eng standard panel plus vsi 296 garmin, cabin heat, spare prop, maintenance up to date, cruise 100+ knots @ 14ft/hr, always hangared, nil accidents, no training hours, can deliver. Excellent condition as new. \$42,000 inc. ono 0428954262

### 3286 JABIRU J120C



His privately owned "as new" condition aircraft has only done 290hrs. Always hangared. Nil Accidents will suit school or private use with cross country 105kt capacity. Extras include VSI, Cabin heat, Garmin 296 GPS, Strobe Lights, Headsets and new tyres. Inspection will not disappoint. \$51,000 (incl. GST). Reg. 24-5315. Call David 0408591067.

### 3287 EUROFOX 3K



2008 EUROFOX 3K. TT:1650. L2 maintained 912ULS. Excellent touring A/C. Great condition. Solid performer. Dynon D100 EFIS, AvMAP IV GPS. Hangared since new. For sale due club fleet upgrade. Contact Peter Ford (pford@mac.com) 0438882052. Hastings District Flying Club - Port Macquarie (www.hdfc.com.au)

### 3288 SKYBOX CA25 IMPALA



Skybox CA 25 impala ,all ADs up to date, with purpose built trailer. Contact Mal 0418546511.

### 3290 JABIRU J120



Manufactured May 2010, 252 hours trouble free, AD's up to date, new through bolts/nuts. Nil incidents, LAME/L2 maintained, suit new aircraft buyer, Dynon EFIS, Transponder, VHF/GME UHF CB radio/intercom, Garmin 495 GPS, Leather embroidered seats, Sensenich prop, Cabin heater, booster seats, aircraft flies/runs like a dream, Always hangared, 9.5/10. 0418614102

### 3292 ARION LIGHTNING



Professionally built 2011. TT42hrs, MGL glass panel & radio, ASI gauge Electric flaps & trim, Adjustable pedals, Jabiru 3300 Hangared Horsham Health issues force sale Free training available POA, too low to print (no GST) Ph Bill 0468323396, email (preferred): punga.iwi10@gmail.com

### 3293 SPECTRUM BEAVER RX28

Been in storage for many years. Last flight: 09 MAY 98. A great little aircraft to fly. Stall = 28mph. Rotax 447. Spare parts & manuals. Wing skins are in excellent condition. Looking at reasonable offers. I can provide pictures on request. Please email: Sniper73@bigpond.com

### 3294 JABIRU LSA



Jabiru LSA Factory built 1998 TT 765Hrs Recent paint new windscreen; Big wheels; Basic panel; Garmin GPSMAP196; L2 maintained; I-com VHF; UHF; Located Gladstone Qld; \$30,000; Ph 49756790 Mob 0400317085 rdgram86@yahoo.com.au

### 3295 JABIRU 2200

Jabiru 2200 Engine, No: 22A 2107 250 Hrs TT. All current ADs up to date. Engine removed for 6 cyl upgrade. Includes ram air ducts, oil cooler and exhaust. \$8,500. Jabiru Propellor 60x44 good condition \$500 Phone Brian 0411135050

### 3296 QUAD-CITY CHALLENGER II



Quad-City Challenger II 19-3391 503 Rotax Eng & Air Frame 229hrs, Radio, Headsets, Intercom nice to fly. Tennessee Prop recently reconditioned fibre-glassed and static balanced. Currently stored in Garage (No Hanger available) Priced to sell need garage back. \$13,000ono Phone 0429995649

### 3298 EVANS VP - 1 ULTRALIGHT AIRCRAFT



Always hangared, flies well, lots of extras, radio, GPS, spare propeller, spare piston & cylinder group. Based in Camden Haven N.S.W. Only \$7,000. For further information contact 02 65844004 or 0407537537

### 3299 JABIRU SK

19-1963. TT 145hrs. Good panel of instruments. Vacuum/Electric. Bendix King flip flop radio. Always hangared. Nil accidents. Price \$27,500.00 phone 0428 538 306.

### 3301 SAVANNAH - STOL



Rotax 912 80hp. DUC bipala prop. Slats fitted. Has extra instruments and new MGL trans and coms system fitted. King transponder. wheel spats. Fully maintained by ICP in Italy. Ideal aircraft for low hours pilot. Always hangared. Situated at Mandurah, contact Garth at garth.lb@bigpond.com or 0409 599 845.

### 3302 JABIRU SP 500 4W



Jabiru SP500-4w, built 2006, 250hrs. TT Engine & Airframe. 2200A Hyd lifter, serviced every 25hrs, trouble free. Brauniger LCD panel, back-up, airspeed & elec bank. Lowrance 2000c GPS, Excom VHS. Nil accidents, 135 ltr wing tank's. 0428 367 839. 02 6343 2448. \$45,000 Neg.

### 3304 TEXAN TOP CLASS SPORT 550



Texan 2007 top class sport 550 New Duc prop TBO on Rotax motor 2000hr 667 to run Avmap ADI Gramin Transponder Xcom radio New paint plus much more . Currently working out of Caloundra or Cabooture with leading flying school payed weekly for more info call 0418713350

### 3307 RV 12 FOR SALE



TTIS 187 Hours. Factory new Rotax 912 ULS 100 HP. Sensenich ground adjustable prop, Dynon skyview glass panel, autopilot, Garmin Aera GPS, Icom A 210 radio, always hangared, (YLTV), auxillary 20 L. Fuel tank, current 100 hourly. No accidents, excellent condition. Price \$75000 (No GST) Phone Roger 0438519922

### 3308 J170 SYNDICATE INTEREST

J170 syndicate interest Posted: 15 Feb 2013 looking for expressions of interest from fellow pilots, in establishing a syndicate to buy and fly a J170. based in SE

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jcorby@tpg.com.au

**02 94829650**



## MEMBERS' MARKET

QLD, - nth Brisbane area Pls ph 31.185893 to discuss.

### 3309 THRUSTER TST



Good condition, always hangered. 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. Contact Anthony 02 69 938189 or 0429 938189

### 3312 ALLEGRO 200



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

### 3315 JABIRU - SHARE THE DREAM



Your new Jabiru is closer than you think FLIGHTSYNDICATES.COM.AU

### 3316 FOR SALE

For Sale Bantam B22J Jabiru Engine with oil cooler, 89 hours, no accidents, always hangered, registered. Price \$25000 ONO Contact Gloria Armbrust Ph 0740943080 e-mail garmbrust@activ8.net.au

### 3317 SONEX



Aerovee 80HP. TT 110 hrs. Dual controls. Polished Metal. Garmin 196 GPS. Microair Radio. Headset.

Intercom. Grand Rapids EIS 4000 will monitor CHT, EGT, Oil Pres, Oil Temp, Alt, RPM. Canopy cover. 17 lt/hr. Cruise 100kts. Excellent condition. \$44,000 Phone 0412 537 730 sonex386@gmail.com

### 3319 J3 KITTEN



J3 Kitten, 10.3660 Classic single seat aircraft, 447 Rotax TT90hrs, Electric start, MicroAir760 radio CHT/EGT ASI&VSI Compass, Fuel flow, Dual fuel tanks Capacity 43litres, Won best 95,10 Natfly 2008. With a registered, custom built, enclosed trailer, ideal first aircraft. \$15000 Ph Mike 0412776849

### 3320 CTSW



CTSW 484TT LAME Maintained Hangered Inflight adjustable 3blade Neuform Prop 50kg luggage comp 18 lts /hour 110 kts 4300 rpm Cruise 120kts 1000 fpm roc \$90000 Location Alice Springs cfi@asac.com.au 08 8955 5200

### 3322 FOXBAT A22



Foxbat with 1769tt. Rotax 912s 100hp with 665 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 on the way. Located Forbes NSW. \$60500 inc GST. Call Gary 0458576667.

### 3323 ZODIAC 601 XL-B



Zenair Australia 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. All AD's/Mods done. Bendigo. Ph 0417 121 111

### 3324 AEROCHUTE



enables the use of the larger prop's which provide greater thrust!. New 62" Prop. Stone protection. Foot

Build Year: 2009, Total Hours: 45, Engine Hours: 47, Rego: 7135, Price: \$15990, Excellent condition. One owner. ELECTRIC START. Wide top plate. 367sq high lift chute. Large prop' guard which

support webbing. Nil accidents. Full service history and manuals. Contact: Robin Lowe, robinandsally@bigpond.com, 0417 237285

### 3327 AEROCHUTE FOR SALE



Aerochute for sale High lift Chute with 126 hrs Wide Head-plate Steering Sticks - Very sought after Helmets, Intercom, VHF & UHF Radios. Tools etc Contact Kurt 0423 881 360

### 3328 J160D



J160D, factory built late 2009, 190hrs, excellent comp, all updates done, std instr. Garmin 296, immaculate inside & out, external power point, private use only, always hangered, \$63500, 0415 888692 jabiru160@yahoo.com, [new project]

### 3329 BUSHBABY



2 Seater Rotax 582. Complete instrument panel with Icom radio, intercom, FM/CD radio and leather seats. Ideal for short field operations and touring. Always hangered. Urgent sale due to moving interstate. Price: \$29000.00 Neg. Call Etienne for more info or pictures on 0427353073

### 3330 HUGHES LIGHTWING HELLVIEW GR 912S



Aircraft is extremely tidy, always hangered. Extras include, flaps, 72" warp Drive adjustable prop, long range tanks, carb heat, cabin heat, Powermate reg, Magnum tip strobes, Odyssey battery, intercom, Dave Clark 13.4 headphones, Icom Vhf, Garmins GPS3, Fuel pressure gauge and warning light. 12v turn bank, oil temp, oil press, egt, cht, volts, VSI, Alt, Tach & hrs. Photos available. Phone 0267962203

### 3331 LIGHTWING GR 582 BONNET AND COWL

Lightwing GR 582 Engine bonnet and cowl. White in colour excellent condition. \$400 026796203

### 3332 FLIGHT DESIGN CT2K



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Email: info@horshamaviation.com.au

CT2K, 2004, 755 hrs, L2 maintained, hangered since new, adj 2 blade prop, 50 kg luggage, 16 lbs ph @ 110 kts @ 4300 rpm, cruise 120 kts, 1200 fpm roc, clean reliable. \$77,000. Brian 0419156133 Mark 0419883807

### 3334 SKYFOX 55-0606



Skyfox tail dragger 55-0606. 80hp 912 UL Rotax TTAf1789 hrs TTE430 hrs. Flies well, all Ad's up to date. Hangered near Mackay. Maintenance history available. Folding wings and supports included. \$27,900-00. Mike 0749549818 ah or msaunder@bigpond.net.au

### 3336 GATTON QLD BUILDING BLOCK

Gatton QLD Airpark Building Block. Elevated block, scenic views. Underground power, water, phone. Adjacent community owned strip. 3175 sq mtrs. \$235,000. Mob. 0437341198. 58armada@gmail.com

### 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

### 3345 DRIFTER SB 582



Strut Braced Drifter. Rotax 582 blue top engine. 716 Total hours. 230 hours on Engine. Good skins. Radio, Intercom and Helmets. Long range fuel tanks. Standard set of instruments. Fat wheels for soft landings. Always hangered. Very well maintained aircraft. Located SE Queensland. denrandall@me.com 0403770092

### 3346 PEGASUS QUANTUM



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. \$12,000 ph Andrew 0408131587 TAS

### 3348 SKYFOX CA21



Skyfox CA21. 533 hours, engine and airframe. Aeropower engine, folding wings, basic instruments, Bendix King radio, Lowrance 2000 GPS. Registered to Feb 2014. Always hangered, all ADs done, good tyres, new screen. Paint needs some touch-ups. Fun to fly at an affordable price. \$21,000 Phone 0354261581 or 0413309851 (business hours)

### 3350 AIRBORNE XT 582 TUNDRA



Year 2009, T/T 220 hours, Cruze wing. Rotax 582 UL99, oil injected, electric start. Icom radio, 2 Lynx head sets. Excellent condition, no accidents or hard landings, regularly maintained. registration Feb 2014. Location Ballina, NSW.

Reduced price \$26,000. Contact: 0420 419 172 or seaview92@gmail.com

### 3351 JABIRU SP 470



Won best homebuilt at Natfly in 2007. 130L of fuel, 100L wet wings and 30L header tank giving 7hrs range, curved heavy duty undercarriage, large rudder, wheel spats, four laminate prop, top end overhaul just completed, standard instruments, bendix king gps. Bruce 0429637035 west-end@wn.com.au

### 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

### 3354 FACTORY BUILT JABIRU LSA 3J



Airframe TT 1100hrs, 2200 Engine TT 570Hrs, 275hrs since new heads, pistons, rings etc. Standard Panel, ETC, Volt meter, UHF, ICOM VHF, Intercom, Electronic AH, Vertical compass, Headsets, Bigfoot Wheels & Spats, Cabin Heater. Private owner, nil accidents, always hangered and serviced meticulously. \$35,000 ONO. Phone 0450 678 599

### 3355 PROJECT SINGLE SEAT

Single Seat Project with all moulds and many parts complete. Selling to reduce my aviation commitment. CozyIV project and GA aircraft (also to be sold). Make an offer. Geoff 0419691452

### 3356 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. 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. Pictures on request. Tim 0408 659 389

### 3358 SKYFOX GAZELLE



good aircraft all new hoses top overhaul new tyres basic panel cheap to maintain nothing to spend 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. 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. Ph: 0418637021



## MEMBERS' MARKET

### 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. Hangared at Latrobe Valley Airport. Traralgon. Ph 03 5176 2625.

### 3363 JABIRU SP 500. 2.2



Always hangared 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) 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 hangared. 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. Contact Geoff 0427815111

### 3365 WANTED TO BUY

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

### 3366 XT 582 CRUZE



Comes with two helmets, two lynx head sets, stone, net. Complete engine rebuild by Rotax engineer 12 months ago. (receipts available). Log books show ALL hours flown and ALL maintenance done. Trike is in very condition and has been maintained to high standard. Hangared all its life. Phone Mark 0481309222 markgentry@iinet.com.au

### 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 hangared More info at www.tonyearle.com Contact tony@tonyearle.com or 0427477005 Asking \$75000

### 3369 SAPPHIRE MK 11



Sapphire 1st reg 2002, 503 motor, 3 stage flaps, long range tanks, icom A6. Always hangared, \$20,000. ph.0438327259, 0359428494

### 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 0741290651 or donlee@y7mail.com.

### 3381 FLIGHT DESIGN CTSW



06 Build, First Reg 07, TTIS 340, Rotax 912S, Cruise 120knts. Dynons D100 and D120, avmap ekp1v GPS, trutracc11vs auto pilot, back up asi & alt, Garmin SL40 comm, Garmin mode C transponder, pm3000 stereo intercom, telex stratus digital anr headsets, brs 1350 parachute, carpets, sunvisors, unique decals, professional cover. \$95,000 Ph David 0419 804 864. SA

### 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 Hangared Training Available\* RAA reg\*Brandnew Prop. 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

### 3386 ROTAX 503

Rotax 503, fan cooled, elec start, SIDC, 560hrs needs TBO with BType gear box 2.58 to 1 ratio, GC. Rotax 503, Air cooled, SIDC 270hrs BType gear box 2.58 to 1 ratio, GC Rotax 503 Twin ING Heads and Barrels on STD Bore GC \$600 the lot or will separate. Ph: Wayne 0458 118 938

### 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.

### 3393 DRIFTER 582

Wire braced 1003hrs TT. 200 hrs on short block engine. Looks great in red skins, white black & blue trim.



Always hangered. Standard instruments. Elevator trim. Always a joy to fly. \$13900 Bob 07 49 344 299.

**3394 FACTORY BUILT SAVANNAH XL**



Brand New Savannah XL LSA with extensive factory corrosion protection. Rotax 1200 and latest DUC Flash Prop. Standard 1200 hrs. 2 MP Gauge and X-Com VHF with Com and 12.1 aerial. Dual Toe Brakes. Great training aircraft. Pin Aerokits 0412885130. Email: nroost@bigpond.com

**SOLD**

**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 hangered and LAME maintained. New side and roof perspex. kjeffs@bigpond.net.au 0438508576

**3397 SKYFOX TAIL DRAGGER**

Skyfox Ca21 Tail dragger, Aeropowered version, 80 hrs on new motor, dual ignition, new alternator, new block, pistons etc. Bendix king radio, All normal gauges, refurbished less than 200 hrs ago, all ad,s up to date, replaced. Sweetapple prop. \$26,000 with 12 mth old tandem trailer, or \$24500 without. chris-tamarmc@gmail.com 0740962683

**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

**3401 SEA RAY AMPHIBIOUS FLYING BOAT**



Recent major restoration by LAMEs. Inspection invited. Receipts for \$52,000. Will pass any test. Bendix-King Coms. Tx. Reduced for urgent sale to \$50,000. 0419 424 127

**3402 NZ MADE BANTAM WITH JABIRU 2200 ENGINE**

based at Bindoon, WA; hanger may be available for

sale also; hydraulic lifters; micro air radio and coms, helmets included, 77 hours airframe, engine rebuilt at 32 hours must sell moving over-seas ; \$32,000 photos on request ph 0438054072 kathylittle8@gmail.com

**3403 AIRBORNE ROTAX 503/WIZARD II WING**

Original Edge base; wizard wing bought 2002 done 131 hours full covers, radio coms helmets, includes trailer with wing holder and jerry can holders, new battery, Based in WA photos available on request only selling because going overseas. hanger could be available based at Bindoon WA 0438054072 kathylittle8@gmail.com

**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

**3405 ROTAX 447, NEW**

ROTAX 447, NEW Rare opportunity to get a brand new Rotax 447, unused, never flown over, still in original box with all accessories. Comes with Bing 54 Carby, Main fuel pump, exhaust gaskets and bolts, pull start, tools, manual/s. \$2600 Geelong, Vic bondan392@gmail.com

**SOLD**

**3406 FOXBAT A22L**



Excellent condition, white in colour, 2000 TBO, Flydat instrumentation, hangered at Scone NSW. ph 6545 9133.

**3407 ROTAX 618 ENGINE**



Rotax 618 Engine in perfect working order when replaced in June 2012. 1182 hrs. \$2000. Phone John on 0418733862 or email wongalegut@gmail.com.

**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 hangered. Sth Aust. phone John 0400865868. \$37,500 ono.

**3409 STREAK SHADOW 618**



1999 TT 280 Hrs Rotax 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

**3410 GYROPLANE MT-03**



Gyroplane MT-03 S, 912 S Rotax, low hours, excellent condition, two seat tandem, helmets with built in headsets, radio, always hangered, reluctant sale due to deteriorating health. John 0432 326 610

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AIRCRAFT ENGINES



## 914 SERIES 115 h.p



914 UL3 - DCDI with options

4-cylinder, 4-stroke liquid/air cooled engine with opposed cylinders, with turbo charger with automatic waste-gate control, dry sump forced lubrication with separate 3 litre oil tank, automatic adjustment by hydraulic valve tappet, 2 CD carburettors, electronic dual ignition, airtake system, electric starter, integrated reduction gear i=2.43. Weight 70kg including exhaust system and engine truss assembly.

**2,000 hrs.  
TBO**  
**ROTAX 912/914**

## 912 S SERIES 100 h.p



912 ULS3 - DCDI with options

4-cylinder, 4-stroke liquid/air cooled engine with opposed cylinders, dry sump forced lubrication with separate 3 litre oil tank, automatic adjustment by hydraulic valve tappet, 2 CD carburettors, mechanical fuel pump, electronic dual ignition, electric starter, integrated reduction gear i=2.43. Weight 62.6kg including exhaust system and engine truss assembly.

## 582 UL DCDI 65 h.p



582 UL - DCDI with options

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The Limit ! "**

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**Also available:**

912 UL DCDI ( 80 h.p )

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# HAPPY LANDINGS

## AIMING HIGH RA-Aus to Cathay Pacific

by Bryan Chapman



>> Mike sending James on his way to a great career

**B**ACK in 2007 as a 14 year old student at Mercedes College in Adelaide, James Allanson never envisaged that his stint of work experience with the Royal Flying Doctor Service at Adelaide Airport would set him on a path that would see him based in Hong Kong and training as a Second Officer with Cathay Pacific.

James' introduction to the world of aviation began in earnest the following year, in November 2008, when at the age of 15, he started flying lessons at Murray Bridge Light Aircraft Flying School.

Over the next five months, with his very patient mother acting as his taxi driver, James turned up at Pallamanna Airfield every weekend. He also did work experience with the flying school's CFI, Michael Chapman, who recalls him going solo in February, 2009.

"It was a really rewarding experience to train such a young and excellent student to solo standard in such a short period of time", says Mike.

After completing his secondary schooling at Mercedes College, James started training for a commercial licence with Adelaide Flight Training Centre, and during this period, he also worked for Flight Training Adelaide, monitoring the radio and assisting with flight plans etc. for the airlines.

James' next step was to apply for a cadetship with Cathay Pacific, which involved interviews in Adelaide and then Hong Kong, before he was accepted and started a 64-week course in December 2011. This took his qualifications to a full commercial licence.

James' flying career continued to go from strength to strength and in March this year, his family and friends farewelled him as he headed to Hong Kong to begin training as a Cathay Pacific Second Officer on the Boeing 777, something he never dreamed might happen.

The staff at Murray Bridge Light Aircraft Flying School are proud of James' achievements and wish him the very best in his career. 🇨🇰



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

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