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For recreational pilots SEPTEMBER 2012 VOL 16 (9)



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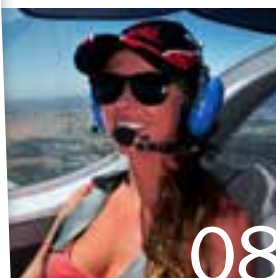


WINDSOCKS





>> A Brumby evolution. All Brumby photos by Will Spiers



08



15



25

Regulars

- 07 President's report
- 08 Calendar of events
- 43 **Book Review**
Bert Hinkler by
John Darcy Williams
- 53 Pilot Notes

Columnists

- 21 **Brian Bigg**
Editor's choice
- 25 **Dr Gerry Considine**
Learning to fly
- 47 **Pilot Talk**
Jill Bailey & Zane Tully
- 51 **Adam Finn**
Tech talk
- 57 **Professor Avius**
Instructor's forum

News

- 11 Letters to the editor
- 14 Great Eastern Fly-In
- 15 Carol Richards Nominated
- 16 A New Oil For 2 Strokes
- 22 **Newsflash**
Matt Hall At WESTFLY
- 55 Second Norra-Aus



26

28

32

Readers' stories

- 28 A Trip to Packsaddle
Jim Nesbitt
- 29 A GYFTS certificate
Joe Masters
- 30 What got me flying?
Juris Greste

Features

- 19 Six of the best for Holbrook
John Hartley
- 26 A plane is born
Norman Nicholls
- 32 Orchid Beach
Arthur Marcel
- 44 Bass Strait here we come
Bernadette Bowe
- 48 The pelican has landed
Tex Battle

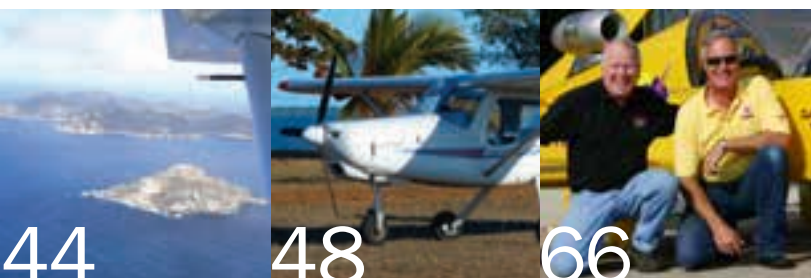


19

**There are options
for students to learn to
fly more cheaply**

Cover story

- 34 A Brumby evolution
Kreisha Ballantyne
- 58 Member's Market
- 66 Happy Landings



44

48

66

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President's Report

STEVE RUNCIMAN



FIRST let me please correct the article I wrote in response to Mr Ramsay's submission for changes to the constitution (Sport Pilot August 2012). In my response I mentioned another AGM. I was, of course, referring to Mr Ramsay's proposal to hold a General Meeting at NATFLY, not another AGM. My apologies for this mistake. It was noticed only after the magazine had been sent to the printers. With regards to these proposed changes it is important for you to have your say and I hope the majority of you have taken the opportunity to use your vote.

Is it just me or does the time go faster as you get older? I cannot believe it has almost been a year since I took over as President. So much has happened in the 12 months and the staff and members of the board have certainly been kept busy. You may or may not know it is at the September board meeting that the current executive positions (President, Secretary and Treasurer) will be disbanded and a new executive elected. However, I will have one more article to write before the board meeting, so I will save the reflection of my time as President until then.

Obviously, we will have the AGM on the morning of September 22, followed immediately by the board meeting from 22 to 24 September. I hope many of you will be able to make the trip to Heck Airfield at Jacobs Well to attend. The AGM is scheduled to start at 11am so ensure you arrive in plenty of time. It is planned to hold a lunch for all members following the AGM,

which will allow you the opportunity to meet your board members in a less formal setting and get to know them better.

In addition to the AGM I want to remind you there are two RA-Aus sponsored fly-ins planned for the end of September - WESTFLY at Whitegum Farm and organised by our Western Australia board member, Gavin Thobaven; and NORRA-Aus at Monto, organised by one of our South Queensland board members, Myles Breikreutz.

Both events have been well advertised and you will see the final information for these events in this magazine. If you are able to make

facturers and owners. However, I can say we are doing all we can to resolve these issues in as short a time as possible.

On a brighter note, I am pleased to inform you that Wayne Mathews recently nominated a former board member, Carol Richards for a Meritorious Service Award for her positive contribution to RA-Aus over a number of years.

The nomination was approved by the board. The official announcement will be made at the AGM and the award presented to her there if she is able to attend. Thank you and well done Carol; I have no doubt your positive contribution to RA-Aus will continue for many years to come.

A recent development is that one of our board members from NSW/ACT, Michael Apps, has joined the CASA flying training panel and he will have attended his first meeting by the time you read this. This panel is designed to give CASA advice on the strategic way ahead for pilot training and aviation safety. The panel is not there to deal in the day to day issues faced by the average flight training facility. Issues of this nature should continue to be addressed to the CEO and/or Ops Manager. Michael will give the board a report following his meeting and we will endeavour to inform you of anything significant which comes out of it.

I look forward to seeing as many of you as possible at the AGM. Until then, I will finish by reminding everyone to commit to remaining safe while enjoying your passion for aviation. ✈️

It is important for you to have your say

it to either of them, I am sure you will enjoy the weekend and because of the number of forums planned, I am sure you will also get something positive out of it.

Looking at the calendar of events in this magazine there is plenty going on, so if you are unable to attend the RA-Aus sponsored fly-ins go along to one of the other ones and give them your support.

I have reported a number of times about problems we have had with aircraft registrations and some documentation in our files. Unfortunately, some of the problems continue, which is very frustrating for some aircraft manu-



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calendar of events

Battle of Britain memorial weekend

15-16 September

Superlight Aircraft Club of WA will host the event at the Bindoon "abandoned" airfield, Dewars Pool Rd, Bindoon, WA. The event will pay tribute to the bravery and sacrifices of the men Winston Churchill described as "The Few". Flying activities on Saturday followed by a Battle of Britain mess party theme night in the club house. Come along in your period costume. Dawn Patrol on Sunday morning before breakfast. All aircraft welcome. For more information: secretary@slacwa.org.au

Wings over Warwick

8 September

Queensland Recreational Aircraft Association incorporating Warwick Aero Club (www.qraa.info) will host the event at Warwick Aerodrome (YWCK) - 1600m, all bitumen, no landing fees. (www.warwickaerodrome.com) All aircraft welcome. Classic cars, motorcycles and model planes. Food and drinks available from 7am. Avgas available. Fundraising for Royal Flying Doctor Service. For more information: Kelvin Hutchinson 0407 733 836, Phil Goyne (07) 4666 1676 or Graham Hawthorne 0427 377 603.

McIntyre Aero Club annual Fly-In

8-9 September

At Goondiwindi, Qld. Dinner Saturday - Meet the pilots and drinks at the club house, bookings essential. Sunday fly-in breakfast starting at 7am. In conjunction with the Gourmet in Gundy Festival which starts at 10am Sunday. For Goondiwindi accommodation www.goondiwindi.qld.au For more information: Marg Scells (07) 4677 5186 or email PSS@bigpond.com.au.

Ausfly

13-16 September

Narromine Airport. Australia's recreational and sport aviators will get together for what is shaping up to be Australia's biggest ever general aviation event. The organisers say they will unify our vibrant and diverse aviation organisations for a spectacular weekend of airborne action. Maintenance seminars, workshops, air displays, Jabiru Reunion, Convention Dinner Saturday night.

For information on camping and accommodation: www.ausfly.com.au or Carol Richards drcrcar@gmail.com (02) 6978 1767 Mob: 0407 574 467.



>> Sherri Green trying her hand at flying an aircraft from the Adelaide Soaring Club over the Barossa Valley.

Come Fly, Come Try and Fly-In

9 September

The Adelaide Soaring Club at Gawler Aerodrome will hold both a fly-in for visiting aircraft and a day for the public to come and try flying for themselves in Light Sport Aircraft, trikes or high performance gliders.

Plenty of aircraft and instructors will be on hand with special deals, particularly for those who wish to continue their flying career. Free entry.

A variety of sport aircraft, gliders, motor gliders, warbirds, models, ultra-lights, powered parachutes, helicopter, classic cars and more will be on display.

For more information: Phil 0427 868 568 or Karl 0414 701 019.

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- Model Aircraft
- Joy Flights
- Ground exhibitors

Narromine Airport
13th-16th September 2012
www.ausfly.com.au

Norra-Aus Fly-In

29 September - 1 October

Monto will be the place for all RA-Aus aircraft to gather. For more information, see elsewhere in this edition.

RA-Aus WESTFLY Fly-In

29 September - 1 October

Whitegum Farm is a wonderful aviation jewel just east of York and only about 1.5 hours drive from Perth. It has on its own grounds - no fewer than four runways to suit any landing requirement. It has entertainment, hangar, workshop and accommodation facilities all in the one venue. Underwing camping encouraged. There are facilities to bring a caravan or camper and, if you are really quick, you might be le to book one of the accommodation units on the venue. Local community groups will provide all meals. If you plan on staying overnight an evening meal on the field will be provided. For more information: www.westfly.com.au.





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BINDOON ABANDONED
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Come and join our club for our commemoration of "The Few" who participated in the greatest air battles of history.

Our activities include a Saturday lunchtime fly by of the Catholic Agricultural College open day. We follow this with a Saturday evening theme night of a Battle of Britain Mess Party, with period costumes encouraged.

On Sunday we have a symbolic Dawn Patrol over local towns before breakfast.

All aviators are welcome and camping is very welcome.

Please advise of your attendance for catering purposes : secretary@slacwa.org.au

6th Catalina Festival Fly-In 3 November

Ex RAAF Flying Boat Base Rathmines – Lake Macquarie NSW. The spiritual home of marine aviation. Flying boats, floatplanes. All welcome. Many attractions. Will commemorate the aircrew who served at the base during World War 2 with a building housing a Catalina and Museum. For more information: Bill Hitchcock (02) 4944 8189, 0438 448 115 Wildbill1928@bigpond.com or Mike Usher (02) 4975 2257, 0402 460 285 mikeandlyn@southernphone.com.au

Back to Holbrook Fly-in and JabFest 3-4 November

Holbrook Ultralight Club will host its annual Rag & Tube fly-in and Jabiru Festival (JabFest) at Holbrook Airpark. Interesting forums on Saturday afternoon, a three course dinner among the aircraft on Saturday night and a hot breakfast Sunday morning. Trophies awarded at the dinner. Underwing camping and transport to and from town for accommodation and fuel available. All aircraft welcome. For more information: www.holbrookultralightclub.asn.au or Bryan Gabriel (02) 6036 2601.

Gloucester Aero Club annual Fly-In and Bonfire 10-11th November

Now in its fourth year. Benefits both the club and the Westpac Rescue Helicopter. Lunch and dinner Saturday. Breakfast Sunday. Model helicopter display, Paul Bennet from MaxxG Aerobatics will perform in his Pitts. A relaxed, friendly event in a lovely part of NSW. Camping available. More information: www.gloucesteraeroclub.org.au Andy Edwards 0416 240 949 or at eddybecs@optusnet.com.au

Gathering of the Moths 23-25 November

Mt Beauty Fly-in. Flyers of all denominations are, once again, invited to fly the sheltered Kiewa Valley at the foot of the picturesque Victorian Alps. Full range of accommodation available. For more information: Mark (03) 5754 4572 or 0409 544 572 Email Imarksgardening@aonet.com.au

Pancake Breakfast Fly-In

7 October

The G V Aero Club at Shepparton will host the brekky at Wahring Field (30kms south of Shepparton). YWHG S 36 40.8 E 145 14.6 CTAF 121.1 Rwy 03/21 Lucky landing time prize. For more information: Martin 0418 467 846.

Jamestown Air Spectacular

14 October

More than 100 aircraft, aerobatics and spectacular pyrotechnics. For more information: www.jamestownflyinggroup.com.au, Chris 0428 485 651 or Sharon 0439 526 676

Motors in Motion

27 October

Kingaroy Aerodrome. Planes, cars, motorbikes, tractors and lots of other things which rely on motors. A fly-in as well as car and motorbike gymkhanas. Remote controlled aircraft and cars. An aerial ping pong drop for the kids.

For more information: www.sbmotorsinmotion.com or Kevin 0428 622 749

Jacaranda Muster

27-28 October

The Grafton Aero Club invites everyone to celebrate the region's famous Jacaranda Festival, a world renowned event which has been held every year since 1935. This is an informal fly-in with preferential treatment provided to pilots prepared to take one of the Jacaranda Queen contestants for a flight over the city on Sunday morning. No landing fees during festival. Ample parking/tie down, under wing camping. The club has a bunkhouse, kitchen, toilet, hot shower and "Verandah of knowledge" facing the taxi way and 900 metres of sealed east/west strip or 1200 metres of grass. The strip (YSGR) is right on the edge of town within walking distance of shops, restaurants, pubs and clubs. Avgas is not available, although it is only a short distance to Mogas facilities. Transport into the city available. For more information: Kevin Wilson (02) 6649 1853 email: graftonaeroclub@gmail.com



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In support of the Editor

Just read your article regarding 'Our side of the Fence' (Editor's Choice. Sport Pilot July 2012). I do enjoy what you have been doing with the magazine. It has a much better 'vibe' than the previous publication and feels much more inviting to aviation newcomers.

Quite a good point that you make, too, about fly-ins. We are gearing up for our 6th Tumut Valley fly-in. In past events we have opened up the airfield to everyone. We have had some fantastic feedback from locals because of this rare chance to 'get among the aircraft'. We would be happy for you to come along and see how we do this.

This year's event will be a little different as we have just confirmed the Roulettes will attend, so we still have a lot of planning to do. We have also been getting involved with parades and festivals to remind people that we are 'part of the community' and everyone is taking notice. We would be happy for you to come along to our event to see what you think.

- **Simon Smith, President Tumut Aero Club**

Ed- Thanks for the invite Simon. Don't forget to take lots of pictures and send us a report on how well it all went. That goes for everyone organising a fly-in or aviation event.

Feeling welcome

Reading your comments in the July magazine ('Our side of the Fence' Editor's Choice. Sport Pilot July 2012), I found myself nodding in agreement, pleased to learn that I am not the only pilot not totally engaged by (even) well organised air shows.



I agree, we all need to contribute to bringing punters and pilots alike into the tent and your ideas seem sensible and appropriate to me, with the exception perhaps of joy flights.

I would like to make two comments that relate to the 2112 Natfly.

I flew in on the Thursday with three other southern Victorian aircraft. We met up with some associates from South Australia forming a loose grouping of 11 flyers.

On Friday afternoon we ventured to the bar for a 'hard-earned', but quickly felt it was not really welcoming for a number of reasons. I felt as though I was an intruder in a private club. Using the aero

club toilets was particularly so. None of us was inclined to hang around.

We had the one beer each and decamped for the very welcoming town where we enjoyed quite a few more and a delicious, if over-generous, meal.

If pilots, including some who were exhibitors, felt like outsiders, how would the public feel?

I believe things were not quite so bad as you suggest, though, when it comes to sharing our passion. I was parked in the long term paddock and was surprised and delighted by the number of people who wandered through, inspecting the aircraft and eager to talk with the owners.

I spoke to several well-informed and interested people on Friday and Saturday. Some were dreamers, some were weighing the pros and cons of getting into aviation and some were clearly looking for that last little bit of information that would help decide a purchase.

Maybe the long term park should be more accessible to the public? That could make some of your suggestions work that much better.

- **Norm Hite**

If they can do it in America

Just read your article ('Our side of the Fence' Editor's Choice. Sport Pilot July 2012). This is a great idea. In 2011, myself and three RA-Aus mates went to the US, visiting Airventure and many other museums and airfields. The one thing we noticed was that there were very few restrictions on the general public accessing all the parking areas. There was always someone in the area who could tell you about the aircraft you were looking at. And if there wasn't, there were usually place cards in the planes telling you about their history. In the homebuilt area there were even photos of the build process. You could walk right up to even the military planes and look right inside.

It was a great experience I will never forget, even though I have been involved in flying for the past 20 odd years.

There were no problems with people doing the wrong thing.

When an aircraft had to taxi, the marshals would simply tell people to move aside and the crowds, often in the hundreds, would part to let them through.

There was always something going on to keep you interested and the reason we kept going was because of the warm welcome we received.

Over here, even when you are a pilot with an aircraft on the field it's like getting into Fort Knox. Does it have to be like this?

Keep up the good work with the magazine, and a big thanks to the staff in the office at RA-Aus for their prompt processing of my registration and licences.

Lets all get behind our passion and involve as many people as possible. It will only make us stronger for a very small amount of effort on our part.

- **Lloyd English**

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No cattle yards here

Thanks for the direct assessment of air shows ('Our side of the Fence' Editor's Choice. Sport Pilot July 2012) which, though it may have offended some pilots, rang some bells for me. It was air shows, and hanging out at the airstrip while my father went gliding, that got me hooked.

As a late start pilot, I am still a little conscious about being airside at larger airports. To the public, flying and airside remain the domain of men in white shirts, blue pants and reflective aviator glasses.

Most people experience flight as a series of queues within a depersonalised authoritarian system akin to a cattle yard. This would be one of the few times that Joe Normal is repeatedly exposed to security personnel who have the right to search or insist you follow their instructions regardless of the content. That's a relocation process that relates little to flight.

To those of us who are privileged enough, through luck, acquired wealth or sponsorship, or simply a lot of hard yakka, to have access to the freedom of light aviation, we should always encourage public participation.

Like many other endangered species losing critical territory, light and recreational aviation has never been so under threat from all sides.

We should never forget it is personal passion for a lofty notion that gets you to that first solo and beyond. It's supposed to be fun which is why it's called a sport. Why not share the joy?

- Paul Craig

Growing the passion

I have to say reading your article ('Our side of the Fence' Editor's Choice. Sport Pilot July 2012) invoked the feelings I had regarding the past two Natfly events.

Not yet fortunate enough to have an aircraft to stand next to and puff my chest up, but being still being mortal, I would like to echo the thoughts voiced by the Editor.

I come from Leeton, so it's a quick trip from there to Natfly. I dragged my father out for the day and after a quick lap I was spent. Bored, actually. I loved the aerobatics display, but not having days to spend to go to the seminars, I very much felt that there wasn't enough going on for non a/c owners and the general public.

It seems this is also the case at other fly-ins. Isn't it a great idea to grow our ranks through the general public? Offer rides if interested, a quality simulator at the least with an introduction for the general public. The idea of a tour seems logical and wouldn't that create some interest?

I am sure there are a lot of great ideas out there. Lets grow our passion of flying by sharing the grin we all wear every time we return to the ground.

- Brendon Mcaliece

A call to pilots everywhere

I write in response to your Editors Choice article ('Our side of the Fence' Sport Pilot July 2012)

My husband is an aviation fanatic.

When I met him, I didn't take long to realise he had an eternal love of flying. I decided that instead of being jealous of planes I was better off making them my friends. I have seen my husband suffering every time an airport is closed or a runway shortened. I told him one day we should do something about it. I made a promise to help, but I didn't know anything about planes, so I started to get involved. First we watched together the documentary '16 Right'. We went to air shows and fly-ins, read pilot/flying magazines and even applied my knowledge and theories of urban planning to the subject.

I was very glad, after reading 'Our side of the Fence', that we were not alone in our thoughts that it is vital to educate the general public about aviation. It should be fun to learn to encourage more people to feel identified or simply understand how general aviation works.

I congratulate the initiative of the Editor and make an extensive invitation to all the readers to do the same. Talk to your neighbours, families, friends etc starting with their wives/partners. I have heard there is a pilot everywhere - there are pilot carpenters, bankers, teachers, journalists, even Dick Smith is a pilot.

If you, my friends, love planes and drop a tear every time a runway is shut, then do something about it.

It just takes talking to one person, explaining to them why our airports are important to our local community. If you are too busy to do it, maybe you can put a bumper sticker on your car next to your 'my family collection' or your new 'baby on board' sign.

The efforts are all very small, but if we all do our bit, maybe we are not far from seeing the day our authorities put the well-being of the community above making money for their own pockets.

- Dannelly Driussi

Junior back in the air

I am writing on behalf of my son Tyler Boyd who was stripped of his licence following an RA-Aus board decision earlier this year.

Tyler turns 14 years of age on 27 October, 2012, and we wish for his licence to be reinstated from this date so that he can legally get back into the air as a student.

As I outlined in previous correspondence I hope Tyler's licence re-issue will be seamless, as was agreed at the Board meeting.

- Halden Boyd

RA-Aus President, Steve Runciman responded- Dear Mr Boyd, thank you for your email. I confirm that the previously logged hours in former junior members' logbooks will be recognised as flying hours towards their Pilot Certificate when they re-apply for their Student Pilot Certificate at age 14. This concession was omitted from the letter sent out to those affected and the matter will be rectified shortly. I also confirm that the letter you attached will also be read out to the board members at the next board meeting, which will be on September 12.

All CAIR, no responsibility

I was interested to read the article Aviate, Navigate, Communicate (Sport Pilot July 2012). Wise words indeed.

However, while my wife was learning to fly in GA aircraft, I witnessed two dangerous (to her) events precipitated by RA-Aus pilots.

The first happened at Moruya about two years ago. A Jabiru joined the circuit from an angular crosswind directly to base. My wife, who was on base, saw the offending aircraft and turned right, avoiding it and startling the instructor. When the Jabiru pilot landed he was confronted by me (holding small fluffy dog) and copped a talking to.

When my wife landed, he tried a different story on her and got a much shorter reply.

The next event was quite recently at Goulburn. Another Jabiru joined from a sort of dogleg final, cutting my wife off. There was a radio call of sorts, but only on joining final. In the latter case, we decided not to bother speaking to the 'pilot' (inverted commas intentional) and submitted a CAIR report instead.

I have witnessed and been involved in similar events myself, such as "Savannah at Moruya, what is your position?", "Over the airfield". He wasn't. He was crossing us on downwind about 50ft above us when I saw him.

So, to the percentage of RA-Aus 'pilots' who have been taught badly, can't fly, or can't (or won't) use the radio correctly, I have finished talking to you. My wife and I will henceforth simply lodge CAIR reports in the hope RA-Aus will do something about you and the people who taught you (or probably didn't).

I urge all other professional flyers, GA and RA-Aus, to do the same.

All it will take is some @#\$\$%^& to hit an RPT in a place like Moruya and all our privileges will evaporate.

It is beholden of the board to come down on these people like a tonne of bricks, because if it doesn't, we may well see the end of our association and passion.

- Andrew Kerans

Ed- Peer pressure is the only pressure that works in aviation. If you see an infringement, speak to the pilot. There may have been a reason why it happened. But don't forget a CAIR is the only way RA-Aus will know about it and be able to spot a growing systemic issue which may need addressing.

Norm cops a serve

Re: Norm Sanders' letter to the editor 'One Ring to bind them all' (Sport Pilot August 2012).

I usually do not respond to Letters to the Editor, but Norm's letter is an exception to that rule.

The last time I heard comments such as those in your letter was when I was issuing speeding tickets as a traffic police officer (yes a mere public servant). According to your logic, it was my goal to get all motor vehicles off the road. CASA has an important job to do and I say 'Good on them'.

The alternative is a complete 'open skies' policy of no rules and obviously no safety.

Is that what you really want? Somehow, Norm, I don't think so.

- Darrell Ingham

Norm cops another serve

I am deeply offended by the letter from Norm Sanders ('One Ring to bind them all' Sport Pilot August 2012).

I am sure many CASA staff will be equally aggrieved. The letter is just the latest in a string of recent similar diatribes.

The ignorance and prejudice exhibited is disgusting and offensive. I suggest that the writer get to know some CASA staff to gain some awareness of their involvement and commitment to recreational aviation.

The head of the Sport Aviation Branch in CASA was a previous CEO of RA-Aus; a current Sport Aviation Inspector is a former Ops Manager of RA-Aus; another inspector is the owner of a number of recreational and vintage aircraft and a former RA-Aus instructor.

I retired from CASA last year after managing the Airways and Aerodromes Branch and Safety Promotion Branch over nine years and previously spent eight years with CAA and Airservices.

I am a former President of SAAA and have built two aircraft from scratch. I am currently flying the second, a Wag Aero Wagabond. I also undertook a check flight for my RA-Aus Certificate a week ago.

In addition, several CASA staff including the Director, own and fly sport aircraft. It is not the ambition of CASA staff to keep aeroplanes out of the air.

It is time that people grew up and stopped abusing the organisation that the Parliament has tasked with oversight of aviation safety. Where the regulator gets it wrong, by all means flag the issue, but do not continue this childish ranting.

- Kim Jones

Up in the trees

Re: Phil Latz' letter regarding tree landings (Sport Pilot August 2012).

The best way to land in a wooded area is an interesting concept to consider. If you are sailing along, beyond gliding distance of a reasonably landable area, when the engine expires, you have already committed yourself to an outcome which is basically impossible to predict or significantly influence enough in your favour to guarantee a good result.

No matter what your pilot skills. The discussion over technique is pretty much moot –besides, perhaps, the idea of trying to reduce your impact groundspeed to the absolute minimum, in order to reduce the impact forces.

The variables are just too many to come up with a safe technique as such. If you walk away, you have had unreasonable luck, and it will certainly not be any skill on your part. Once you contact the tree canopy, all reason or control is cast aside.

There was a time when we routinely avoided flight over heavily treed terrain in recreational aircraft, for obvious reasons. The same should still apply today. After all, the trees and outcomes have not changed.

Only our complacency and faith in our engines has. Probably, the influence of ballistic chutes is a sad factor here too.

You have a choice to avoid the scenario altogether. A doctorate in tree crashing is pretty

useless compared to an unqualified commitment to make safe choices in the first place. Avoid the trees at every opportunity you can. Relax and enjoy the detour.

- Laurie Jones

Ed- Sure Laurie, but what if, because of your previous bad decisions, you did have to land in a wooded area? Would you aim for the biggest tree? The smallest? Aim between two trees? Stall it into the canopy to reduce ground speed? Vote against the Greens at the next election? You can't say you haven't thought about it.

Support for Don

I was interested to read the article by Don Ramsay and the arguments he makes regarding four proposed changes to the constitution (Sport Pilot August 2012). I support his position and can see no legal impediment to implementing them.

I should also just correct a small error in Steve's response. It is not a second Annual General Meeting that Don is seeking to be held at Natfly. Rather it is a General Meeting where a large gathering of the membership can hear first hand from its elected leaders, can put questions to them, and can move motions to improve the structure and management of their organisation.

The added cost of bringing the committee to Natfly seems a small price to pay in light of the opportunities for better communication and greater sense of collective ownership it presents.

- Karen Gurney

Lone Eagle award

I am writing to thank the Lone Eagle Flying School, on behalf of the members of the Southern Queensland Aero Modellers Inc., for the award of a Youth Flying Scholarship to one of our junior members, Benjamin Valderrama.

The membership of SQAM Inc. is very happy and appreciative to learn that Benjamin was selected as the recipient of the award.

SQAM Inc. would like to thank the Lone Eagle Flying School for its generosity and support of youth in aviation.

There is no doubt Benjamin will work very hard and we know he will excel in his further aviation endeavours.

- Michael Snabaitis, Secretary SQAM Inc.

One ring to bind them all

I suppose you ran the article "Facing up to CASA" (Sport Pilot June 2012) to show that we shouldn't be afraid to come to Natfly if we are properly prepared. Unfortunately, you have just taken what was previously a rumor about CASA inspections at fly-ins and shown it to be true. The Civil Aviation Safety Authority, despite its grandiose name, is only a bunch of public servants. Every public servant is aware that advancement (or even continued employment) depends on having nothing happening on their watch.



Something to say? [Email editor@sportpilot.net.au](mailto:editor@sportpilot.net.au)

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

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

Email editor@sportpilot.net.au and have your say. (By the way - the editor reserves the right to edit Letters to the Editor to shorten them to fit the space available or in case of libel. We don't want your completely reasonable opinion to land you in court.)

Vale

George Markey
1932 - 2012

THE founding president of the Australian Ultralight Federation, George Markey, died on July 22 in Bundaberg.

In conjunction with Dafydd Llewellyn, George played a significant part in the CASA Review of Regulations 1996. He was largely involved in the introduction of CASR Part 21, in particular Part 21.191 thru 21.193, which gave Australia its present basis for flying experimental aircraft. In doing this, he drew on his experience of designing and building a diminutive aerobatic aircraft, the Ultrabat, the first prototype of which, VH-ANT, he built in Australia, and several later versions which he built in the U.S.

Most recently, he set up ARMCOM Trust to extend the fatigue life of Blanik gliders using Australian STC SVA-542; the photo, courtesy Grant Adams, shows him in the front seat of VH-XQO on July 7, 2012, for its second flight following the completion of the modification, which lifts the grounding currently affecting the type worldwide. He remained an active pilot until the end of his life.

George was an inextinguishable free spirit, unswervingly loyal to his friends, and very generous under his gruff and often blunt manner. He had an excellent sense of humour, and a strongly enquiring mind. It may surprise many people who knew him to know he could quote authors such as Bertrand Russell. George called a spade a spade, and frequently raised people's hackles with his opinions - which tended to often be uncomfortably close to the truth.

Somewhat akin to a human spark-plug, with sheer willpower he got things done nobody had managed to do before.



Pictures:
Gai Taylor

Great Eastern Fly-In 2013

by Gai Taylor

COOOEEEEEEEE!

After two years of record floods and major site difficulties, which made it impossible for us to run the Great Eastern, we continue to 'Never Give Up, Never Surrender!'

The dates are Friday afternoon January 4 until Sunday the 6, however if you'd like to come and help out, or just more of the North Coast, arrive on Thursday and leave Monday.

Because all of us, and many of you, are so keen for the fly-In to continue, we just keep at it, despite the momentum being interrupted recently.

We are often asked why we run it at that time of year?

It's just a great time on the Northern Rivers - lots of you have time off and so do we. Also, the local council has expressed a desire to give more support to the fly-In, which is great for us as a not-for-profit group.

As well, we're going to get a really big preview of the major aviation centre which is being planned for Evans Head Aerodrome by Peter Lynch and his crew. Peter is keen to turn Evans Heads into aviation central, including a large Air Park, a centre for major aviation industry, a new club house, a new aviation museum, new hangars for all types of aircraft, accommoda-

tion for visiting pilots and more.

As a treat, Peter will bring his recently arrived Grumman Mallard for everyone to see.

The museum is setting up a special display on the war graves of Evans Head and the Aerodrome Heritage Association should know by then about their submission to acquire an F111 for the museum.

President, Rod Kinnish, says they are quietly confident of a positive outcome.

We also have a job for everyone who plans to fly in.

Taking a cue from Sport Pilot Editor, Brian Bigg to get the public more involved in aviation events, we plan to run guided airside tours for the general public. As part of this we would really like to get a sheet from you all about your aircraft - just bring it to the registration caravan when you arrive.

These will go into a draw to win a GEFI t-shirt and cap and will be used by our aviation guide who plans to take small groups of non aviation visitors on "Airside Tours" to learn more about your aircraft. (You can also email the information and go into the draw when you arrive).

So GEFI will have lots to do, lots to see and lots of flying fun for all!





>> Carol hard at work at Natfly

Carol Richards nominated for award

STOP PRESS
Board approves award

SENIOR Instructor and L3, Wayne T Mathews, has written to RA-Aus to nominate Dr Carol Richards for Meritorious Service Award.

Wayne says during the ten years Carol has been involved with RA-Aus, and the five years she served on the board, she has consistently contributed more to the organisation and members than any other person he knows, with the possible exceptions of John Brandon and Paul Middleton.

Carol joined the then AUF in 2003, and her first contribution was an article she wrote that year titled, "The agony and ecstasy of learning to fly." Over the next three years, drawing on her expertise and experience in the education industry, Carol wrote many other articles about how people learn and the implications for flight training.

In 2006, Carol was elected to the board, and was given two jobs. One to organise workshops for members, the other to organise the

forums for Natfly.

She did both jobs extremely well. Carol was also given the job of RA-Aus Historian, and in this position she had all the AUF and RA-Aus newsletters and magazines from over the decades, compiled, bound, and placed in what is now the archival library in Canberra.

In 2008 Carol put together the GYFTS program and secured a grant from Air services which went towards the training of young people.

And she secured a grant from CASA which went towards the 27 maintenance workshops Carol organised around the country. The workshops were attended by over a thousand (effectively, that's 10%) members.

Wayne says what Carol has done for RA-Aus has been a tremendous effort that members of RA-Aus, should salute by presenting Dr Carol Richards with a Meritorious Service Award.

"If this lady has not earned this award, nobody ever will."



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SHELL Aviation has released a new oil for Light Sport, Very Light and Ultralite 2-stroke engines.

In a market where operators of light 2-stroke aircraft engines have had to resort to using motorcycle oils, AeroShell Oil Sport PLUS 2 is the first aviation oil specifically tailored for light sport and very light aircraft engines.

Motorcycle oils haven't posed a big issue for aviators but it hasn't been completely risk free either.

Issues such as oil formulation changes which follow the needs of the motorcycle market may pose a problem for owners of light aircraft.

Shell Aviation Lubes Sales Manager, Craig Rudolph says the new oil is a technically sophisticated product which offers pilots an advancement on those they have been previously using.

"Shell Aviation scientists and engineers have worked closely with Rotax to develop the new oil.

Craig says, "AeroShell Oil Sport PLUS 2 has been developed based on many hundreds of hours of endurance testing and is now used as the Rotax 2-stroke engine factory fill."

"The oil is fully approved for all Rotax 2-stroke series engines due to its reliability, close specifications and exact aviation grade formulation.

"Its high film and shear strength formulation is specifically designed for strenuous operating conditions including full power take off, cruise descent and idle conditions."

Darren Gaunt, Safety Officer for the Hang Gliding Federation of Australia and a flying enthusiast, uses AeroShell Oil Sport PLUS 2.

"I'm thrilled Shell Aviation has come up with a dedicated oil for my aircraft," commented Darren.

"I've been flying paragliders and paramotors for 12 years and safety is paramount, so dedicated oils which improve safety are widely promoted within the sport.

Before you set out to fly in the coming months, you should consider a specifically formulated aviation engine oil for your 2-stroke engine and be assured you're using the latest in light aircraft engine oil technology.

For more information www.shell.com.au/aeroshell.



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Of the best for

by John Harley

Holbrook

FOR the past six years, the place to be on the first weekend in November has been Holbrook airfield nestled on the south west slopes of NSW.

And the occasion has been the Back to Holbrook Fly-in, hosted by Holbrook Ultralight Club, which has seen a migration of ultralight aircraft to the area from across NSW and Victoria.

What started out in 2006 as an idea for a Fly-in with a focus on 'rag and tube' ultralight aircraft, has grown into a popular annual event with aircraft flying in from all over. In 2011, the Fly-in was expanded to include a Jabiru Festival, which again proved popular among the aircraft owners and pilots and will become a regular feature.

The 2011 Fly-in was held on the weekend of November 5 and 6 and, with the promise of good weather and a great weekend, pilots and aircraft began arriving on Friday afternoon. Among the early arrivals were Sue Woods and Jamie Cook from Jabiru Aircraft who flew down from Bundaberg in their factory Jabiru 430. Others to arrive on Friday included Rod and Barb Collins who flew in from Bairnsdale in their Jabiru and Greg Blades and his daughter, Belinda, in their nicely restored de Havilland Chipmunk.

By mid afternoon on Saturday nearly all aircraft and pilots had arrived, with most of them carrying a passenger, with equally large contingents from both NSW and Victoria. Visitors enjoyed a pleasant afternoon catching up with friends

and making new ones before filing into the Club hangar for an edge-of-the-seat presentation by ex-Yugoslavian Air Force pilot, Michael Milicek, who defected with his aircraft to Italy in the early 1960s. While Michael would say that he flew 'under the radar', some were convinced he'd flown under the iron curtain.

Holbrook Ultralight Club has a reputation for putting on a good evening function and the club hangar was 'bulging at the seams'. While everyone was tucking into their dinner, ex-airline pilot, Mike Roodt gave a spirited account of his flying (mis)adventures in South Africa and Sue Woods and Jamie Cook relayed the interesting story of the development of the Jabiru aircraft.

Sunday morning it was back to the Club hangar for a hearty breakfast, which seemed to last until mid-morning, before everyone started heading home. When the dust had finally settled, all agreed the Fly-in had been a great success.

As with all such events, as soon as one finishes, the planning for the next one starts and this year's is well advanced, including the construction of a new amenities block.

So mark the weekend of November 3 and 4 in your diary. See the calendar of events in this magazine for more information. 📅

>> From top to bottom: Derrick Dyer arrives in his Fisher Celebrity all the way from Digby in south western Victoria. Derrick has attended all six Back to Holbrook Fly-ins; Tom Moxey and his family arrive in the Rotax 914 powered Jabiru J400; Some of the aircraft on the flight line.





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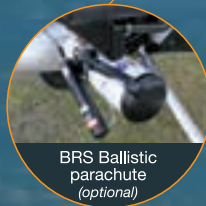
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Editor's choice

Brian Bigg

THANK YOU MR SPEAKER

THOSE of us who have built our own aircraft spent a lot of time working out just what to put in it.

I remember discussing with friends for hours about whether or not I needed an Artificial Horizon gauge. I designed and redesigned the panel 100 times before I was happy with it. If I didn't need it, I struck it off the list. What I ended up with was a utilitarian interior that does the job and nothing more. Mainly it was about keeping the fixed weight down so I could stuff bigger bums in the seats and more stuff in the storage areas.

But just before downing tools on the build, I decided to go crazy and installed a CD/radio player. I do like to listen to music as I fly along, but I guess I don't need it any more now my iPhone plugs directly into my headset. The CD player is the first thing passengers comment on when they climb in. They are usually amazed that I would have such a thing. I guess they imagine that I must need to constantly speak with air traffic controllers during a flight and have little time for the pleasantries of life.

Thinking about removing the CD player got me thinking about other things I could install in its place. As strange as it seems, I have actually been seriously considering installing an external speaker.

I remember seeing the news report a couple of years ago about a light aircraft forced to make an emergency landing on a beach in the US. A man jogging along the beach at the time wasn't able to hear the silent aircraft coming down from above. It hit him in the back of the head and killed him.

A simple speaker system would have allowed the pilot to yell out 'hey mate, watch out behind you!'

The thought occurred to me that anyone forced to land on a golf course



might also benefit from having a speaker. "Hello ladies, can I play through?"

I needed a speaker on the day I was flying down the coast and saw just outside the breakers, the biggest white pointer shark I have ever seen. It was a monster and it was cruising southbound just along the wave line. I circled it a few times then continued on my journey. A couple of kilometres further south there was a popular beach with people swimming. But I had no way to warn anybody of the danger. (I landed sometime later and called the nearest surf club, but no one saw anything and no one was eaten thankfully)

It would have been a much simpler operation if I could have flown over the beach and, through a loudspeaker, warned everyone that Jaws was on the way to an all-you-can-eat buffet.

There must be a lot of times a speaker system would come in handy.

Flying over a friend's home, it would save time if you could just yell out "Hey Doug, you home? Is the airstrip okay to land on?"

Or

"Maureen, the cattle have got out of the back paddock again. Fetch the ute and I'll show you where they are."

Or

"Excuse me? Yes you. I'm lost. Can

you tell me if this is Howes Valley post office? Thank you."

You could use it to scare animals off the airstrips in the outback.

During fly-ins you could announce your arrival, by coming out of the sun and arriving over the field with the "Flight of the Valkyries" blaring out of the speakers.

Like ringtones, I guess we would all choose our own aeroplane's signature music so people would know by the sound who was arriving and departing.

When taxiing towards people walking along the flight line deep in conversation we could feed in Basil Fawlty announcing "get off the road you idiots!" That would be satisfying.

You could even try and whistle at the girl sun baking in the backyard under the approach path.

So there are a lot of potential uses for a speaker system. It wouldn't be that expensive and it wouldn't add that much weight. But it probably would lose me friends.

And worse. It could start me down the path towards customised cup holders, tiger striped seat covers, fluffy dice and a nodding dog. I guess it would make the aircraft a lot safer. It would eventually get so heavy it wouldn't get off the ground. 🐻

I do like to listen to music as I fly along



NEWSFLASH

Matt Hall to be at Westfly 2012

by Gavin Thobaven, Event Manager

THE only place to be on the weekend 29 September to 1 October 2012 will be WA's own RA-Aus fly-in, Westfly.

If it wasn't enough that Westfly will be a great place to meet other aviators and look at a diverse array of flying machinery, we can now confirm that while you are there you will be able to meet one of Australia's most famous and accomplished aviators.

Matt Hall is the only Australian to compete in the Red Bull Air Race Series. Combined with his aerobatics and RAAF service flying combat aircraft, Matt will make for a most interesting presentation.

Matt will be at the event for all three days, so you will have plenty of opportunities to meet and chat with him.

This year, the venue will be Whitegum Farm. It is

intended to be a gathering place for all recreational aviators. Our sport will always benefit from flyers and aviation enthusiasts gathering to share knowledge and fellowship.

Whitegum Farm is a privately owned aviation facility just east of York. It has been made available for our fly-in through the generosity of Gary and Gordon, the facility owners and operators. The four runways on the property have been supplemented by a gravel strip on an adjoining property, which has also been made available for the event.

Runway 09-27 (gravel) has been selected as the main arrival runway, with runways 14-32 and 07-25 closed for use as display areas. The main aircraft parking will be alongside runway 09-27.

Camping is encouraged, but if you want a bit more comfort, there is a caravan area and a limited

number of accommodation units.

Food can be purchased at the venue with a local community club on hand for the catering. You will need to book to attend the Saturday night dinner. A band will be playing through the night for your entertainment.

Don't worry about missing the AFL Grand Final. It will be available on the massive screen in the entertainment hangar.

Drop into our website at www.westfly.com.au for full details on how to get there and our contact details.

It isn't too late either to advertise on our website or at the venue for a very reasonable price. There are also display sites available, free of charge, to show off your wares. Visit the website for details.

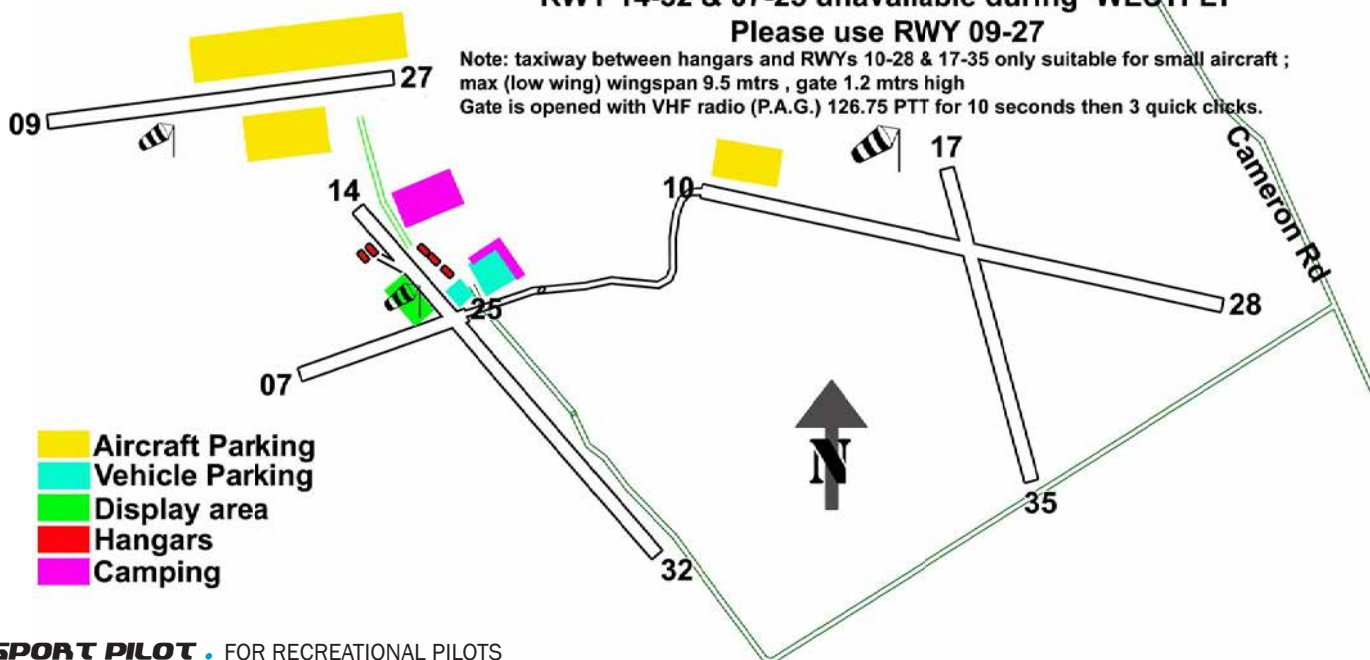
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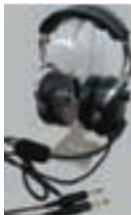
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SHORT CIRCUITS

LEARNING TO FLY

Dr Gerry Considine



AS I pulled up for an early start at Pirie aerodrome, the windsock was hanging limp in the middle of the paddock. Not a breath of wind to be felt - perfect! It was a brisk walk over to the large hangar for pre-flight checks. By the time we opened the doors, the sun was just peeking over the southern Flinders Ranges, bathing the Jabiru in a gold but crisp glow.

I went through the checklist for start up: brake on, doors shut and locked, fuel lever on, avionics off, master switch on, fuel pump check, both magnetos on, throttle fully out, yelled out "CLEAR PROPI," pushed the starter button, set power to 1,200 rpm, checked oil pressure, avionics and put my headsets on. Then I radioed a taxi call and out we went to the holding point. Phew!

Once in the air, my instructor asked me to perform a series of turns at varying angles of bank which seemed to me to take us closer and closer to the large lead smelter chimney. At the end of one of the turns there was a sudden and unexpected bump of turbulence on an otherwise still morning. It was explained that we had simply flown back into our own wake turbulence. Then came some basic level climbing and descending, plus turning. At high altitude, we then performed stalls from clean to full flap. Pre-stall warning was only a little buffet, as if the Jabiru was gently protesting its unsustainable AOA.

Taxiing back to the apron, my brain had clearly soaked up enough information because I forgot to let other planes know we were leaving the runway. The word was 'vacate' and it had done the same from my head. A quick spot of lunch in town soon brought my blood sugar levels back to within range. Approaching the field after lunch, the distinctive colours of a Royal Flying Doctor Service PC-12 came into view. I couldn't see any of the local doctors. They either didn't need to attend the patient handover or clearly weren't aviation nuts like Dr. Scott or myself revealed whenever the RFDS arrived in our small town.

During my circuits, the instructor would only chime in if I forgot something like carby heat or to switch on the fuel

pump. It was nice to take off, fly the pattern, make calls and handle the plane with only occasional reminding. The landings were proving increasingly difficult with a moderate crosswind, and a few were pretty 'bouncy'.

Given the strong wind, we gave it away for the day and landed. On the plus side, my taxiing was much more coordinated and business like, despite the continued presence of tumbleweeds.

I forgot to let other planes know we were leaving the runway

After learning how to fuel up the plane without discount docketts, we updated my logbook and we watched and listened to students from a large training facility in the city conduct circuits in Pirie. It was good for my own learning to watch and hear the good and bad things they were doing.

Soon it was time to head home, and as I accelerated up to 110 km/h on the main highway, I had the strangest sensation. It felt like the nose of my car was rising up. Because I had been in a plane all day, my brain was playing tricks. It would be just another annoying habit I would have to try and coax out of the skull. All part of getting more experience.

A fellow student told me it didn't matter that I was inexperienced. Because every pilot had a tonne of luck when they started. He told me that as I gained hours and experience, I would trade one for the other. It was a sobering thought to head home with.



A plane is born

by Norman Nicholls

I FIRST met John Boatswain last year when I was playing a gig in the Blue Mountains. It was immediately clear we had a lot in common – playing jazz (me as a drummer and John as a very fine saxophonist) and a passion for flying. And it wasn't long before I realised he had a fascinating story to tell of a childhood dream to design an aircraft and how he fulfilled that dream.

To find out more, a few weeks ago, my friend Peter Lightbown and I, flying in Peter's Jabiru R230, took off from Wedderburn airstrip in outer Sydney for the trip to Orange airport. The plan was to meet up with John and to see his plane which is hangared there (a stablemate

for several wonderful vintage cars which John has restored).

It was a spectacular day and a beautiful flight over the Blue Mountains, but certainly the most interesting part of the day was seeing John's plane and hearing his story.

It began in about 1942 during the war years when John was a child living at Peak Hill in country NSW. He spent his days looking up at the many double winged aircraft flying overhead (he later found out these were Tiger Moths on training sorties) and playing in a Mosquito Bomber which had been abandoned at the back of his house.

These first 'flying lessons' were followed up in adult life by a career



in the aviation industry. The highlights included:

- Aircraft salesman with the Beechcraft Company selling the Bonanza V35B;
- Winning 1972 Nationals (gliding) Sports Class;
- Flying at 17,000ft over Narromine in a Glider under wave;
- Flying the 22m Nimbus;
- Winning three contest days (standard class) Australian National Gliding Championships in a field of 50 sailplanes;
- Wave flying above the Australian Alps in open class Libelle Sailplane (on oxygen) attempting height gain record;
- Being Chief Instructor (Gliding Club of Victoria) Benalla teaching cross country techniques;
- First Glider flight long-wing Kookaburra (ES52B) over Camden with Fred Brown under cumulus cloud;
- And being offered and accepting a flying job with Gliding Club of Victoria, after winning at Waikerie SA (Australian National Gliding Championships Sports Class League 2).

However, John's flying career seemed to be over when he was diagnosed with an apparently incurable cancer some years ago. Yet it was from that adversity, from which he eventually recovered, that was born his desire to fly again and to create the plane we had come to Orange to see.

For 3,000 hours over a period of three years, John built by hand his experimental (95-10) one-of-a-kind aeroplane, using Sonerai plans purchased from the US. Having conducted the required test flying, the aircraft received full registration, and John has been flying his baby out of Orange ever since.

The Sonerai was originally designed as a pylon racer, using a 1600cc VW engine. John customised the original design with a more powerful engine, a shorter turtle-deck with the canopy moved further aft, along with a longer front cowl, a lower profile canopy, large rudder and small baggage compartment.

The aircraft, now known as the Boatswain Sonera, is a little stunner - a slick, single-seat, fast, midwing taildragger with an 18ft wing span (with ailerons only, no flaps) and a mighty VW 2180cc engine which John estimates produces 85 hp with its 30° 70° cam, tuned exhaust, 8.4:1 compression ratio and dual ignition.

It has great fuel efficiency thanks to the attention John gave to cooling and parasite drag while building it. With speeds in excess of 110kts and a full fuel load of 80 litres, combined with its fuel efficiency, this is an aircraft for going places.

Peter and I flew home over the ridges and valleys of the Blue Mountains with a new insight into aircraft design and a renewed passion for ultralight flying. 🛩️



>> John with his Sonerai, and below, the engine



▶▶ *The aircraft, now known as the Boatswain Sonerai, is a little stunner*

Story of the month

Personally, I think we all tend to take our own neck of the woods too lightly, and we overlook the unique qualities of local regions.

Send in your stories and photos in.
Email editor@sportpilot.net.au

A Trip to Packsaddle by Jim Nesbitt

EVERY so often the members of the Broken Hill Aero Club like to plan a getaway into the less travelled and visited locations in our area, known as the Western Division of New South Wales.

On this particular trip, we chose to visit Packsaddle, on the Silver City Highway, between Broken Hill and Ti-boolburra.

Packsaddle is just another dot on a map, until you actually visit one of the dots. The name dates back to when Burke and Wills left a camel packsaddle on a hill close by – Packsaddle Hill. Packsaddle is a unique name – you won't find another one anywhere.

Personally, I think we all tend to take our own neck of the woods too lightly, and we overlook the unique qualities of local regions. In doing so, we miss out on much. Packsaddle has an extremely interesting history.

I can't find the actual date when the original Packsaddle Hotel was built, but from the records in the Barrier Miner (the main newspaper for the area at that time), it was before 1892. The newspaper reported:

05/02/1892 Thomas Corcoran was shot by an assailant using a revolver, (his case involved police from towns which no longer exist) Euriowie (The creek named after the town still does) and Tarrawingee (The ruins are still visible).

16/08/1898 The publican licenced

at this time for Packsaddle committed suicide. His name was W. Kelly.

15/11/1898 Packsaddle Hotel was burned to the ground. Much sympathy was extended to Mrs. Kelly, due to the recent loss of her husband.

10/01/1917

A telephone service incorporating Packsaddle with many now, non existent, towns was instigated.

It's obvious Packsaddle has a long and colourful history, and has out-lived earlier sister settlements which were started around the same time.

Today Packsaddle has the distinct feeling of both being connected to its past, while also being an important modern venue for the traveller. The current owners, Arnie and Mia Degoumois have done a brilliant job in this respect.

Our club plans were simple. We weren't going to be ruled by any timetable, it was to be a relaxing time. So, after finalising our flight plans, we left (after lunch) in order to arrive (well ahead of sunset). After departing YBHI under a mostly overcast sky with showers to the south of us, we headed north into an increasingly warmer and sunnier sky and arrived at Packsaddle ahead of the weather.

A couple of pilots had difficulty spotting the airstrip, (because it is a white quartz runway) but we made it down and tied our aircraft down on the western end of the strip.

If you are interested in visiting Packsaddle, get some local knowl-



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>> The line-up on the Dalmuir property airstrip parking bay and escort vehicles, driven by sister Mel and her husband, Shane; Packsaddle airstrip; The welcome fire and a glass of red wine led to many stories.

edge before your departure.

We were met at the airfield by Sally, a new comer to the crew, who ferried us to the hotel. The Degoumois bought the hotel in August 2003 and have decorated it with all manner of memorabilia.

In addition to this, they have put in great accommodation. You can relax in your own air-conditioned room and take in a movie via the satellite tv. In this neck of the woods, those are rare.

In the morning, Sally and Mia ferried us back to our aircraft and waited until we were airborne before leaving.

It was great. We were away from our normal lives, in a relaxed environment. The beer was cold, the food was great and the company superb. Well worth the trip to Packsaddle if you can.

A GYFTS certificate by Joe Masters

FOR as long as I can remember all I wanted to do was fly.

From the tender age of eight, I spent much of my free time on Microsoft Flight Simulator. In 2006, while on a family holiday in New Zealand, I was introduced to one of the realistic Boeing 737-800 simulators and I loved it. When I suggested to my parents in 2009 (when I started my first part time job at Coles), that I wished to purchase a large block of time on one of these simulators, it stimulated my

father to research to what was available for a 15 year old in the world of flight and maybe prepare me for a career as a pilot.

After much research and discussion with various people, we decided Recreational Aviation was the way to go. So off I went to Australian Pacific Aviation at Jacobs Well in Queensland. I was hooked right from my first flight and thanked my parents for stopping me spending my money on a simulator.



I was progressing well when we discovered the GYFTS Grant on the RA-Aus website. I applied for and was successful in my application for the Grant which was fantastic because I was funding my own lessons through my part time job. The grant allowed me to go from flying once a fortnight to being able to fly every weekend.

During this time APA purchased a new

model of the Foxbat. The new model had a few changes from the previous model, one of which had a big impact on me. I am 190cms tall and I could no longer safely fit into the newer model.

So I was forced to find a new school, a new aircraft, in unfamiliar air space at GoFly Aviation at Caboolture.

Finally, in September 2011, a couple of weeks after gaining my "P" plate driver's licence on the road, I also passed my flight test at the age of 17.

After my first solo flight, I felt as if I needed to change my pants, but I was hooked. Another few months, I completed my senior year of high school and set off for a career in aviation.

I applied to a Jetstar advertisement for their Pilot Cadet Programme and undertook their interview process. I was accepted into the Jetstar Cadet pilot program which started in Melbourne in February.

I cannot thank RA-Aus and Aircservices Australia enough for the GYFTS grant and all five of my instructors for all their help, advice and patience.

In a couple of years if you happen to be on a Jetstar flight with the First Officer (hopefully aged 19) named Joe Masters, feel some pride in knowing you helped a young pilot achieve his dreams when you added those couple of extra dollars to your RA-Aus membership fees.



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>> Juris and Andrew go flying

What got me flying?

By Juris Greste

ONE of my best friends in high school was always building model planes.

When he joined Qantas as a maintenance engineering apprentice, I followed his career with some envy. He went all the way to being a senior flight engineer with Cathay, hopping around exotic places. He regularly declared that he felt embarrassed getting paid for what he loved doing. For years, I savoured his stories. Some people have aptitude as well as luck. I ended up as a mere architect.

My boss for many years was a passionate sailor of the Soling class of racing yachts. His stories of how an aerofoil (sail) can make you move against the wind got to me. As we travelled around distant jobs by car, conversation about the improvements to his boat was a more relaxing option than analysing the results of the meeting we had just left.

One day when I could not bear the sail fascination any longer, I bought a small yacht. It was probably not much cheaper than flying, but it was a little less selfish because I could take my three boys and spend whole weekends afloat. Nevertheless, the intellectual challenge of managing and coping with the constantly changing elements – varying wind conditions, currents and other water hazards – gripped me. It also presented me with a completely different environment from the office. When you sail, it demands all your attention, so you are obliged to forget about everything else.

Some indulgences become family affairs. One of my sons, Andrew, declared after finishing high school that he was interested in a career in aviation. As fate would have it, he ended up with a degree in agricultural science. But as a consolation prize, for his 21st birthday, we gave him the equivalent of the cost of a flying course. Perhaps it was my projection on him of my own dormant ambition.

We continued on our different career paths – I as a practicing architect then a stint in academia, Andrew as a cotton farm manager.

One day he announced he was going to join a small group to start a

local soaring club. I had, over the years, been on occasional short flights in light aircraft from a Mooney to an aerochute. However, when Andrew got his glider licence and took me up, I was smitten. I should not admit to fatherly rivalry, but I knew I wanted to do this too.

Small soaring clubs can be difficult to sustain. Andrew's club folded when the CFI relocated. Andrew wanted to continue flying, so he set off and achieved an RA-Aus certificate. Then one day he announced he was thinking of building his own kit plane.

I promised him my physical help and moral support so he ordered a Van's RV7. To bolster our belief in the project, we both attended a weekend course to assure ourselves we were capable of aircraft standard riveting. After many thousands of rivets later, the RV is at the instrument fitting stage.

By this time my career was tapering off, but the flying bug had well and truly got a grip on me. If I was going to fly with Andrew, I did not want to be merely a passenger.

I may not get an RV7 endorsement, but I wanted to speak the same language and be a part of it. It was time to get serious. The route I chose was powered gliding at Tyagarah, near Byron Bay. Gliding gave me a sound understanding of the basics of flight and the importance of good judgement. Powered gliding gave me an independence from launching rituals, as well as the opportunity to learn the fundamentals of engine management.

But the logistics of getting from Brisbane to Tyagarah often enough presented problems.

So I turned to Caboolture, the Mecca of RA-Aus flying – an excellent school, four grass runways, captivating scenery and a train to get me there and back.

Whether it be in a yacht or plane, the idea that air movement can propel me against the wind or keep me aloft is a never ending fascination.

And what keeps me flying? An air safari is a seductive fancy. In the meantime, every lift off is a thrill; no two circuits are ever the same and a good landing is reward enough. 🛩️



by Arthur Marcel

Orchid

Beautiful one day,

IT is cheaper to go by plane. How often have you heard that? In these days of competitive airfares, those words have been said many times. However, when it comes to visiting exotic islands off the coast of South East Queensland, it can also be said that it is cheaper to take your own plane, especially if it is a basic one like mine. That is certainly true for North Stradbroke Island, and it has also turned out to be true for Fraser Island, a hundred or so nautical miles to the north of Stradbroke.

The largest sand island in the world, with an area of 184,000ha, Fraser Island is more than 67nm long and twelve or so at its widest point. The island has a World Heritage listing similar to Uluru, Kakadu and the Great Barrier Reef, and is described as a place of exceptional beauty: long uninterrupted white beaches are flanked by strikingly coloured sand cliffs, with over 100 freshwater lakes, some tea-coloured, others clear and blue, but all ringed by white sandy beaches. Wow! It is further described as having ancient rainforests growing in sand along the banks of fast-flowing, crystal-clear creeks. What the Fraser Island website doesn't mention, though, is that it also has several bush airstrips, including a very serviceable 670m grass strip, perched on a sandy cliff 20m above the foaming surf, at Orchid Beach.

For pilots coming up from the south wanting to visit Fraser Island, a good stopping off and refuelling point is Gympie, a town with a population of eleven thousand, about 90nm north of Brisbane. Gympie airport is 80nm from Orchid Beach and boasts a 1,400m sealed runway with an 800m grass cross strip. Gympie is a town with history. Originally settled for grazing purposes,

the area became important when gold was discovered in 1867. Gold mining still plays a role in the area's fortunes, along with agriculture (predominantly dairy), timber and tourism.

My Irish mate, Stephen Cummins, was waiting for me outside his hangar when I arrived at Gympie. Not too long ago, Steve had the very good luck to meet up with a very lovely lady by the name of Biserka, and they are now an inseparable unit. Biserka is originally from Yugoslavia and has taken to the position of co-pilot in Stephen's Jabiru 2200 with absolute enthusiasm. Stephen is a regular participant at local fly-ins, particularly BVSAC events, and you will never see him without his elegant partner.

Steve Donald arrived shortly after me in his Savannah, closely followed by Peter Pretorius in his Tailwind and Yoshi Tanabe in the Dragonfly. We were soon organised and (in my case) refuelled. Peter and Yoshi had only come to Gympie to see us off (and for me to get photos of Yoshi's plane), so only three aircraft headed north to Fraser. We had to zigzag our way around scuddy showers for about 20nm, but soon found clear, smooth air along the main Fraser Beach. We arrived over Orchid about an



beach

perfect the next



hour after leaving Gympie.

The Orchid Beach airstrip is oriented 13/31 and is, as already said, perched on a sand cliff above the sea. It is protected from the sea breeze by a line of stunted trees running along the cliff edge and this makes for a very bumpy short final if the wind is up, as it was on this day. The small wheels on my Sapphire had no problem on the tufty grass and we all found the surface very acceptable. There was plenty of parking, but the tie-down situation was not ideal because the soft sand would not hold tie-down stakes very well.

Standing directly behind the airfield is the Orchid Beach Trading Post. The proprietor of this general store is Don McKay. He has been living on Fraser since 1985. He started the Trading Post in 1991. He told me that the building was originally part of a resort closed by the Queensland Government at that time for environmental reasons. Don said it took him about ten years to get lease approval for his operation. He says he likes the island lifestyle and plans to stay there. Further up the hill from the Trading Post is Orchid

Beach village with about 140 blocks. These are mainly holiday rentals with only 30 regular residents. Don says that, on average, there are two or three arrivals per week at the strip, with Air Fraser sometimes doing charter flights. Landing fees are \$20 per aircraft. I forgot to ask whether under-wing camping is allowed at YORC, but I believe it is. Bill Molliner is the man responsible for mowing the grass. It is advisable to check with Bill on (07) 4127 9441 before arrival to know when it was last cut.

We spent about two hours there. We didn't descend the cliff to the surf because it looked quite precarious. Mostly we sat at the edge of the airfield, ate our lunch and planned our next excursion. We would have liked to have been sitting in the shade up at the shop; however, we had been hunted away from there. Even though we had paid \$60 between us for landing fees; even though I had gone there with the professed intention of giving the place national coverage in Australia's highest circulating aviation magazine; and even though, at that time, we were the only visitors, we weren't permitted to sit on the benches in front of the Orchid

Beach Trading Post to eat our sandwiches because we hadn't bought them at the store! Hard to believe, but true.

A convoy of four-wheel drives arrived just before our departure and we had quite an audience as we took off. The trip home was back along the eastern shore. This time, I had woken up to the presence of a ridge wave caused by the strong sea breeze curving upwards over the steep coastal incline. The lift was smooth and powerful and, at 500ft above the beach with only half power on the Rotax, I cruised the length of the island. It was absolutely exhilarating and definitely the highlight of my trip. There was even one magic moment when I was formatted on by a hefty, white and grey sea eagle, but he quickly broke away unable to keep up. I also saw another aircraft which had landed on the beach near an old wrecked ship, along with numerous bush vehicles using the sand as a kind of highway to reach their camping sites. We met up again at Gympie and said our goodbyes. I made it home to Forest Hill about half an hour before sunset. It was a trip I would definitely like to do again. 🍷

>> Planning our next excursion





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Engine options	Rotax 912 and Lycoming O-233	Climb speed	65kts
Fuel capacity	140 ltrs	Rate of climb	1,000fpm
Maximum take off weight	600kg	Landing speed	55kts

OVER the mountains, a mere seventy minute flight away from Sydney, stands a small aircraft manufacturing company called Brumby. Family owned and operated, they've been making light, all-metal aircraft for over twenty years. Some time ago, I flew their sporty low wing and deemed it the aircraft I would buy should I ever purchase a two-seater; it's an elegant, sleek, bubble canopied little bird, perfect for a pilot who still likes to see rivets on their aircraft.

Two weeks ago, I received a call inviting me to come and fly their brand new prototype - the Brumby 610 Evolution - a two seat, training and recreational aircraft. I flew to Cowra to see whether the new machine was as impressive as its low wing sister.

Being a high wing the Evolution lacks the streamlined, sporty cut of the low wing. Packaged as a trainer, it has a functional appearance - 'sturdy', 'robust' and 'hardworking' are words that sprang to my mind. Truth be told, the Evolution is not as good-looking as its sibling.

The first thing that struck me was its deceptive cabin size. Entry is through one of two very large doors, whereupon I was reminded of the first advantage of the highwing - easy access. This should most certainly be taken into account for elderly or less nimble pilots, as well as the very tall. The cabin is cavernous - a massive seven inches wider than

the 172 and able to accommodate pilots up to 200cm tall. With an under-panel mounted control stick and runner adjustable seats, there is ample room for the most rotund of pilots.

Inside, the Evolution is laid out in the traditional GA format - the trim wheel, carb heat and throttles are reminiscent of a 152; the aircraft is fitted with toe brakes and a Vernier throttle. Electric flap and a steerable nose wheel complete the GA feel of the 610.

Because the aircraft has a six hour endurance, Brumby has given a great deal of thought to comfort: the seats are finished with leather and fitted with four point harnesses. Cabin heat is a standard, rather than optional, fit.

For the instrument panel there is a choice of conventional instruments or the increasingly popular Dynon D180. Its lightweight, low cost, simple to install characteristics make it an easy choice for Brumby to offer as an option.

I took it for a spin (not literally, of course) with Temora Aviation display pilot, Paul Goard, son of Phil and the flight training component of the Brumby family.

Climbing out at around 1,200fpm, we reached 4,000ft in under four minutes and tried a few stalls. With a stall speed of 37kts, it seemed to take forever to get there; when we did, it was barely noticeable - perhaps the politest stall I have ever encountered - no wing drop. A mere unloading of the nose was enough to unstick us immediately.

"Docile stall characteristics are a major consideration in a trainer," remarked Paul. "This is a compliant, well behaved machine. The buffer between the approach speed and the stall speed is massive."

Here too, the second advantage of a high wing became apparent - excellent visibility. We cruised comfortably at 110kts, and I could immediately see the advantages of this aircraft as a tourer. While the six hour endurance certainly exceeds the average person's bladder capacity, in these days of dwindling fuel supplies at country airports, it's reassuring to know you can flight plan along leg without having to worry about fuel.

After some steep turns, and some general handling we went in for a few circuits. Paul handed it over to me to land, and it was, once again, extremely well behaved. Pulling back the power on downwind, we lowered flap at 80kts and stayed on profile down to the aim point, where we crossed the threshold at about 55kts, allowing us a slow, stress-free landing. On go-around, I 'forgot' to raise the flaps (as many students do in early training), and we still took off and climbed out easily. We tried a flapless approach and an emergency glide approach, again with very little fuss. Paul demonstrated a short field take off, where we were off by 300 metres.

Evolution owner, Andrew Broad, President of the Victorian Farmers' Association, says the aircraft is perfect for farmers.



>> Fabulous paintwork, and right, Phil tests engine mount strength

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>> Multicam



>> Cabin



>> Engine

"Its short field characteristics are well suited for us. I have a 600m strip and the Brumby presents no challenges landing there under most weather conditions. My wife is a reluctant flier, but feels very safe in the Evolution because of its all-metal build and steel undercarriage. I am also a big supporter of local industry, and am glad to be buying an aircraft from an Australian rural business."

Fitted with a Rotax 912 (A Lycoming O-233 option is available) it is aimed squarely at the training market. With an 18 lph fuel burn, 6 hour flight endurance and 110kt cruise, it's a pretty fine option when compared to a 152, no matter which way you do the maths.

Marketing manager, Ross McRae, says the Evolution also brings economic benefits.

"While I appreciate LSAs do not have a great track record for standing up to the punishing environment of the training market, I feel the 610 Evolution really challenges this.

"Its solid aluminium chrome moly build, with tough and robust 13mm thick spring steel formed undercarriage legs with the Cleveland style wheels and brakes, makes it the toughest LSA on the market.

"In terms of economy, the Rotax-fitted 912 has a fuel burn of 18 litres per hour, running at 50% of the capital cost of the average GA trainer. In addition, maintenance costs are significantly lower, with a 100 hourly being 50% cheaper on a Rotax. All in all, I feel Brumby is offering a modern, high powered LSA perfectly positioned for the training environment."

To demonstrate the process of creating this rugged LSA, Paul showed me around the factory. Every part of the Brumby, with the exception of the engine and prop, is built on-site in Cowra.

"The Brumby centre section has 2¼" machined spar caps, top and bottom with a .040 web. Solid aluminium formed ribs join the front and rear spar with intercostals and doublers to create an extremely strong monocoque structure of conventional aircraft design," says Paul.

Everything here is designed to GA specifications: with struts the same size as the 182 and a rudder like a barn door, it certainly cuts a GA figure.

Phil, the designer of the aircraft, came on board with some safety stats, informing me Brumby had hired an independent test pilot who spun the aircraft 56 times, testing the fore, mid

and aft C of G positions and employing a spin chute. The wing can bear a loading force equivalent to 64 bags of cement.

For a comparison, Paul and I followed the factory tour with a flight in the elegant low-wing 600. I was mightily surprised to note I actually preferred flying the high wing! From a training perspective, you certainly can't go past the sedate characteristics of the Evolution – comfortable, sturdy and very, very forgiving. It may not win any beauty contests, but then again, neither will the Cessna training fleet.

Overall, Brumby is extremely satisfied with the Evolution. In a tough market like today's, with training doing it the toughest of all, it's reassuring to know there are options for students to learn to fly more cheaply, especially for those of us tired of flying the ancient asthmatic aircraft many schools still have online in Australia.

The hardest task ahead is changing the ancient mindset of schools and operators with regard to using LSAs. The company's foresight in providing a Lycoming option will hopefully bear fruit. Offering a light, traditional GA engine is a smart move and Brumby should be saluted for being the first to do so.



>> The Brumby factory and the Brumby rear interior





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BOOK REVIEW

Bert Hinkler - The Most Daring Man In The World

Author: Grantlee Kieza **Publisher:** Harper Collins

Reviewed by Darcy Williams



A RECENTLY released biography of Bert Hinkler (1892-1933) by Brisbane writer, Grantlee Kieza is welcome. The first one, by Roy Mackenzie, is long out of print and failed to look into anything of an intimate or personal nature apart, from 'happy families'.

Hinkler was foremost a pilot of uncommon skill and fortitude who, by his solo long distance flights in light aircraft, where he established records and sometimes broke them, became world famous. He'd also been a fighter-pilot, a test-pilot, an aircraft designer and a practical engineer of note.

It is hard to imagine in terms of today's world what it was like in Hinkler's day to be swept up in a huge groundswell of public acclaim. Tens of thousands of people converged on airfields to see the conquering heroes arrive. The volume of letters and telegrams received by every flier who chalked up another record was staggering.

The awards bestowed and the monuments erected in their names are dominant features from the era of the long distance flier.

The flight which put Hinkler in the history books for all time was his 1928 England to Australia solo. Punch Magazine marked this achievement with a full page illustration of a big 'roo reaching up waving the Australian flag as Hinkler's plane approached Darwin. The caption read - Hinkle Hinkle little star. . . sixteen days and here you are.

For the Hinkler biographer, there are few revelatory wellsprings to tap, only the assorted impressions of people with whom he worked on airfields, workshops and in hangars. So, to do the man's story justice at this remove requires intuition, considerable interpretive skill and psychological insights beyond the reach of anyone with little learning in this field.

Grantlee Kieza has managed with the aid of newspaper reports and some surviving letters, to sketch a credible picture of the significant events in his subject's life, from Hinkler's early days growing up in Bundaberg around the turn of the century to his fatal plane crash in 1933.

Over the years there has been a welter of controversy concerning the cause of the crash.

The eminently qualified Australian airman, Lang Kidby, who has flown re-enactments of famous flights between England and Australia, has studied closely the Hinkler crash site near the summit of a 1600 metre high mountain range in Italy. It is his conviction that Hinkler came to grief trying to get through in impossible weather and that all other hypotheses, such as mechanical failure, are far fetched. Kieza only mentions alternative scenarios in passing.

There are some passages in the book which give the impression Mr Kieza may have read a few too many Air Adventures of Biggles - 'Bert wrestled with the joystick with all the strength in his brawny forearms.'

'Bert watched Harry Hawker cheat death in solving the riddle of the tailspin.'

'Bert arrived, a first-class, fair-dinkum, world-beating, headline grabbing, heart-stopping pilot.'

Markedly better and free of all hype is his account of how he first learned of Hinkler -

'The life of Bert Hinkler has intrigued me since the early 1970s when I was a small boy on a school trip to the old Queensland Museum (since relocated). I was terrified of heights back then and the sight of a tiny silver biplane hanging from the lofty roof of that cavernous building sent a shiver down my spine. When I was told that a man had flown in that little machine all the way from England, alone and unassisted, through storms and over mountains and deserts, jungles and oceans, I realised that Queensland had produced a hero to rival the most daring in the world.'

Throughout the book there is a mass of information about what scores of contemporary pioneers were doing. This is overdone and impedes the flow of the Hinkler narrative, similar to the way Peter Fitzsimons tackled his recent Kingsford Smith biography, loading it with excessive extraneous detail.

Where the book does break new and quite astonishing ground is in its revelations about the turmoil in Hinkler's private life. Leaving his de facto wife at home in Southampton, he first visited America in 1925 as a reserve seaplane pilot in England's team competing for the Schneider Trophy, a biennial interna-

tional event. There he met an attractive young stenographer, Glasgow-born with 'bright blue eyes, shining brown hair and a smile that Bert couldn't get out of his head.'

He was deeply, irrevocably smitten. For the next eight years, until his death, he was embroiled in a tortuous emotional triangle, one that gave him only partial peace of mind. His mood swung from delight to despair. At root he was a kindly, gentle man, a romantic, for whom the thought of causing avoidable hurt was anathema. He was at once plucky, decisive, and methodical as airman and engineer. Yet away from that afflicted with feet of clay, unable to resolve his dilemma, resorting to deceit.

No surprise that in his wallet found at the crash site were ten photographs of his blue-eyed beloved.

Although Mr Kieza does not explore in any depth the psychological implications pertinent to a man oppressed by internal conflicts and either unwilling or unable to comprehend the consequences of delivering for years hopelessly mixed messages, he does allude to some of the tragic aspects of the triangular relationship.

While the book ends on the saddest of notes, within it are several references to Hinkler's quiet, wry and impish humour, such as when he was quoted in the press in 1932 -

'I hope to fly for another forty years, even if I have to build a plane specially fitted to carry crutches. A woman is as old as she looks, but a man is old when he ceases to look.'

The aviation correspondent of The Sydney Morning Herald certainly had the measure of the man as airman when he wrote around the time of the fatal accident -

'While other pilots of smaller but more raucous calibre trumpeted to the world their plans, hopes and accomplishments, Bert Hinkler moved in silence, and nobody was ever aware of what he intended until he was actually on the way. So it was with his last strange flight.'

John Darcy Williams is a Hobart-based aviation historian and former flying doctor and airline pilot.

Bass Strait *here we come!*

by Bernadette Bowe

IT began like this. About mid last year my pilot partner, Vasant, forwarded me an email from the Illawarra Flyers about a proposed trip from Wollongong to Tasmania. Who could resist a Bass Strait return trip in a single engine aircraft?

We would travel in a group of nine people in four planes, and, joy of joys, someone else would be organising the trip.

So in mid February we took to the skies in our Jabiru 230D from Wollongong, following the NSW south coast via Mallacoota, crossing into Victoria for one night in Bairnsdale. The next day we flew further west along the Victorian coast to Yarram, making a left turn across Bass Strait to Flinders Island via Hogan and Deal Islands for two nights. The next leg of our trip was down the east coast of Tassie landing at Friendly Beaches bush strip for a night in Bicheno.

To get to Strahan on the west coast, we flew around the south east and south west coasts of Tassie via Wineglass Bay, Maria Island, Port Arthur, Bruny Island, Bathurst Harbour, Southwest National Park and Macquarie Harbour. After two nights in Strahan we flew via Sandy Cape to refuel at Wynyard on the north coast and made another crossing of Bass Strait via Robbins and Three Hummock Islands to King Island for two nights.

A final Bass Strait crossing took us across Victoria to Tocumwal on the Murray River for one night, then home to Wollongong via Cootamundra.

We travelled around 1,470nm (approximately 2,650km) in thirteen flying hours over ten fabulous days. Apart from the thrill of the Bass Strait crossing, flying the southern coast of Tasmania with its rugged mountains



and natural beauty was a joy to behold. The first glimpse of Macquarie Harbour with a peek of the Gordon River and the Strahan strip were very welcome sights.

The group we travelled with was fun. They were generous with experience. Special thanks to Peter Bryce from Illawarra Flyers, who planned the trip including the route, accommodation, day tours and fuel stops, with great care and precision.

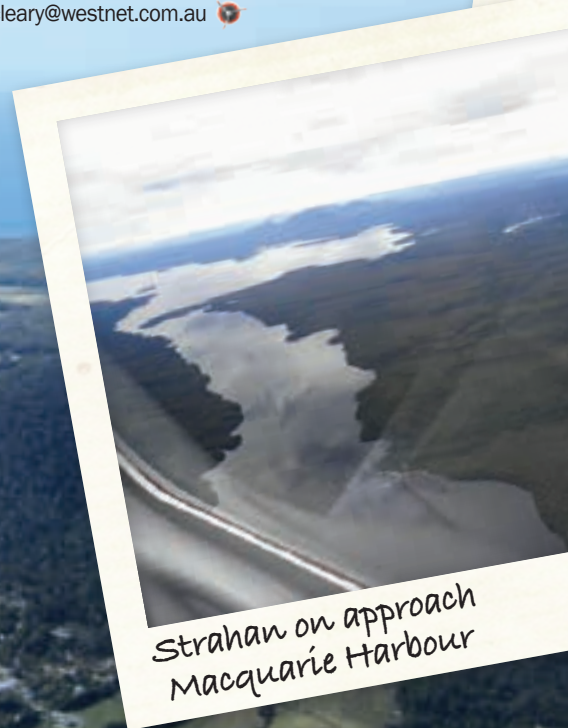
Other highlights included the freedom to go to places like Flinders and Kings Islands and fly around the formidable but beautiful coast and national parks of Tassie, as well as the privilege of cruising on the Gordon River and being up close and personal with ancient Huon Pines

and unspoiled landscapes. And I must mention the moment when we took a left turn from Yarram on the south coast of Victoria and said "Bass Strait here we come!" As one of our fellow travellers Philip Olsen remarked, "On these flying trips you should do things that you can't easily do on a commercial flight."

What didn't change because we flew in a group? Weather is king and not always predictable. Have plenty of fuel; be well planned but ready to change the plan depending on the weather or other factors; take advice but make and take responsibility for your own decisions; work as a team; acknowledge learning opportunities and always count your blessings.

You can see more at our blog: <http://theflyingnabateans.blogspot.com/>
For more information about The Illawarra Flyers, contact club President John Cleary: johncleary@westnet.com.au

W Weather
is king and
not always
predictable



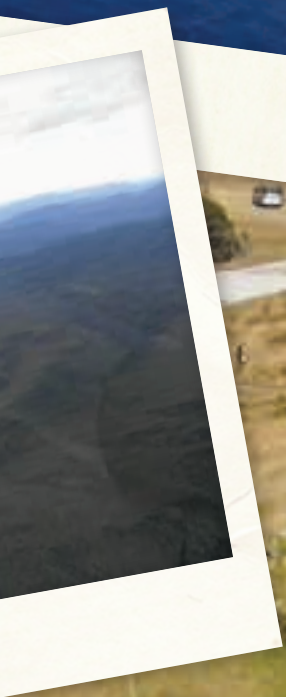
Strahan on approach
Macquarie Harbour



Yarram turning left to Bass Strait



Bass Strait islands



>> King Island Cape Wickham lighthouse

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PILOT TALK

Zane Tully & Jill Bailey
RA-Aus Operations team

 *It is important to find out the facts for yourself, rather than rely on hangar talk*

It's all about the regs

THE Operations Manual is all an RA-Aus pilot needs...or is it?

All holders of a Private Pilot Licence, RA-Aus Pilot Certificate or a balloon licence, operate under common regulations. Some are only relevant to pilots who fly with fare paying passengers, internationally, at night or in cloud. Others apply to pilots flying single engine aeroplanes under day Visual Flight Rules (VFR). Regardless of what you fly, all pilots are obliged to have an understanding of, and a healthy respect for, the regulations and the regulator.

This is not to make the regulator out as an ogre, but to remind pilots that regulations and legislation are in place to allow us to enjoy a safe flying environment. Ultimately, if any one of us tries to do something different, or we do not follow the requirements of the legislation, there is potential for safety to be compromised.

It is important to be aware the Operations and Technical Manuals represent only a small part of the requirements for RA-Aus pilots to legally fly. This fact is highlighted on page two of the Introduction Section of our Operations Manual:

NOTE

The applicable sections and requirements of the Civil Aviation Act, CAR's, CASR's, CAO's, and any relevant legislation as amended from time to time apply to all recreational aircraft just as they do other aircraft except where RA-Aus member is specifically exempted from some regulations in either CAO, 95-10, 95-32 or 95-55 or in CASR part 200

The Civil Aviation Regulations 1988, Civil Aviation Safety Regulations and Civil Aviation Orders are available on the CASA website www.casa.gov.au. This link takes you to the Australian Government Commonwealth Law site where you can read or download the appropriate regulations.

They take some effort to wade through, however there are some easier sources to assist pilots to find the regulations relevant to their operations. To make things clearer for us mere mortals, the CASA website has Civil Aviation Advisory Publications, which provide clarification and interpretation of regulations. The number

of the CAAP relates to the relevant regulation it is assisting the pilot to interpret.

On the Aircservices website www.airservicesaustralia.com under Pilot Briefing Services, Operational Documentation, there is a link called the Aviation Information Publication, which is divided into four sections - General, En-Route, Aerodrome and Index. This document is where pilots will find information ranging from abbreviations, decoding information for weather forecasts, VFR, aerodromes, procedures, radio protocols and First Light - Last Light graphs. The AIP provides the regulations in a slightly easier to digest form, and contains sections appropriate to VFR and IFR pilots, although the regulations remain the primary reference.

We have also previously mentioned an excellent reference book, the Visual Flight Rules Guide, a copy of which we encourage all pilots to download once a year. Simply type "visual flight rules guide" into the search engine on the CASA home page to easily find this document and download it. The VFG contains sections including Pre-Flight Planning, Operations, General, Emergency and Helicopter Operations. The VFRG provides not only a plain English, easily digested version of the regulations, but also a reference to the appropriate AIP, CAR, CASR or CAO.

Exemptions

So if you are still with us, let's take a look at the other misunderstood aspect of regulations for RA-Aus pilots - the exemptions.

In general terms, while CASA is responsible for the safety of air navigation in Australia, self-administering organisations like RA-Aus, the Hang Gliding Federation of Australia or Gliding Federation of Australia have been delegated by CASA to administer their own members.

Aeroplanes used by RA-Aus, HGFA or GFA pilots may be amateur built, or not built to the same standards as General Aviation aeroplanes. But although we use our aeroplanes for recreational flying and not in fare paying passenger roles, we are not exempt from the regulatory requirements. Therefore, we need exemptions to some of the requirements of these regulations, and also need replacements which can be administered by the relevant organisations.

As outlined in CASR 200.13 and CASR


200.14, RA-Aus pilots flying weight shift or 3 axis aeroplanes currently have an exemption to all CASR's, however these exemptions are only applicable if also complying with the requirements of CAO95.55, 95.32 or 95.10. (At some point in the future, all self-administering organisation's operations will be written into the regulations and we will no longer have to operate under exemptions. This should make interpretation of the regulations easier).

In the Operations Manual, refer to CAO 95.10, 95.32 or 95.55, which outline the exemptions under which RA-Aus pilots operate. These relate to airworthiness and maintenance requirements, including maintenance releases and aircraft log-books; carriage of flight manuals; holding a flight crew licence and radio operator licence; markings on aircraft; documents to be carried; acrobatic flight; low flying; formation flying; specific guidelines in the vicinity of non-controlled aerodromes (powered parachutes only); authorisations for operations from CASA; number of flight crew required; restrictions of advertising (relating to flight training only); starting and running of engines; radio malfunctions; carriage of emergency systems and flights over water.

Before you start getting excited about exemptions, remember that any exemptions from the CAR's listed above will have an equivalent requirement replacing it in the Operations or Technical Manual, specific to our particular needs and operational requirements. In other words, the exemptions are only there because the regulation is not applicable to our category of aeroplane or operation, and is therefore replaced with another specific regulation better suited to our requirements.

We hope this clarifies any long held beliefs of some members, that we are exempt from everything but the Operations and Technical Manuals.

The final word is a challenge for pilots and readers. When there is a wet and miserable day and you can't go flying, sit in front of a warm fire with your computer and read the regulations. It is very important to find out the facts for yourself, rather than rely on hangar talk or stories from other pilots, which tend to reinforce what you want to hear and not always what is permissible.

You may find you begin to appreciate your instructor better. 



by Tex Battle

Sweers Island Gulf of Carpentaria

IN 1969 (back in the Dreamtime) I obtained my Private Pilot's Licence. By 1992, after owning a couple of aircraft, I had accrued a total of 3,300 hours.

By this time I was living on Sweers Island in the Gulf of Carpentaria. The cost of maintaining an aircraft in such a remote location was prohibitive. For any unscheduled problem an engineer had to fly from Cairns, Mareeba or Mount Isa at great cost (I became fairly good at D.I.Y. maintenance). So we decided to sell our beloved Arrow and use the local charter operators.

From 1992 until 2012 I would have done no more than 20 hours, all under supervision,

so I decided to let my medical and BFR lapse. I thought my flying career was at an end.

Chris Cabot, Wagga Air Centre (NSW Tecnam dealer) has been a regular visitor to our fishing lodge since way back when he was a lowly private pilot. Late in 2011, Chris rang to say he was bringing a Tecnam to Burketown to do some RA-Aus conversions and asked if I would like to be included. "S**t yeah!" (or maybe I said "You bet I do.")

That first flight went something like this:

Me: (as we are taxiing) "Where is the mixture control?"

Chris: "There isn't one."

Me: "Keep a close eye on me, I have done bugger all flying in the past 20 years and I have never flown anything with a stick."

Chris: "You'll be 'right, it comes naturally."

Me: "At my age NOTHING comes naturally."

I took off and was climbing out at an unbelievable rate, at 5,500 rpm.

Chris: "What are you doing?"

Me: "Reducing the power."

Chris: "Leave the bloody thing alone. You can throttle back in cruise."

Downwind, ready to turn Base.

Chris: "Power off to 3,000 RPM."

I started to gradually reduce power.

Chris: "3,000 RPM NOW!"

Me: "But. But...Shock Cooling?"

Chris: "Can't shock cool a Rotax, liquid cooled heads, 3,000 RPM NOW or we will never get down!"

The eagle pelican HAS LANDED ...at Sweers Island



This old Lycoming/Continental driver had great difficulty with this.

But the result was:

I grasped the use of a stick instead of a yoke within one circuit, soloed in about 6 circuits, completed my five hours and became the proud holder of an RA-Aus Pilot Certificate, which I thought I would never use.

As fate would have it, a few months later, a friend, Harold Cislowski of Ayr, North Queensland – decided to sell his home-built Canadian designed Ultravia Pelican P.L. (Google it), a side-by-side, two seater, high-wing, Rotax-powered, light sports aircraft. I listed, in my head, all the reasons why I should not buy it and kept urging him to find another buyer.

I discussed with flying and non-flying friends the idea of purchasing a LSA and received pearls of wisdom like “Haven’t you learnt? If it’s got boo-

bs or propellers, it’s trouble,” and “Mate, if it flies, floats or does the ‘wild thing’, hire it.” I considered all of this and thought “I already have a boat (ten actually), and one wife, so I might as well go for a hat trick.”

At the end of February, when we returned from holidays, I rang Harold and found he had not yet sold his pride and joy. So I took the plunge and became an aircraft owner again after 20 years of Aviation Deprivation.

We had seen Harold’s terrific work on other machines he had built for us, and for others. We had also seen the repairs he had carried out on everything from electronics to bulldozers. So I had every confidence his aircraft would have been immaculately built.

A few weeks later, Pelican 19-3365 landed on Sweers Island. Since then I have flown about 25 hours, including one trip to find one of our

\$30,000 boats which had wandered off from home one rough, windy night.

When I tell non-flying friends we have invested in an aircraft called a ‘Pelican’ the usual response is “Oh, it’s an amphibian.”

“No, it is a Light Sports Aircraft.”

“Oh, an Ultralight, don’t those things fall out of the sky?”

Through clenched teeth: “No, they don’t, but it is not an Ultralight, it is a Light Sports Aircraft, and if you shut up I will explain the difference. They are the future of private aviation in Australia.”

I explain what an LSA is but they still shake their heads and walk away in disbelief. GA Pilots react in much the same way until I tell them about the running costs.

We haven’t had time to do too many extended trips yet, but you will be seeing us around. Watch this space. 🐦



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All aflutter

MY advice for this month is for 19 Category builders. Remember to notify RA-Aus at the start of building. This gives you the chance to check it is approved by RA-Aus. We can also send you a builder's pack to cover all the paperwork and advice about what you need to provide during the process. A major thing becoming evident to me, now I have had a few months to get settled, are builder's logs; these are mandatory as described in Section 3.3.1 of the RA-Aus Technical Manual and will be requested when applying for provisional registration for the test flight period.

Flutter

Flutter is a phenomenon where a surface - wing, tail, or even the fuselage - extracts energy from the air stream and oscillates or vibrates.

Should it happen at the natural frequency, flutter can be catastrophic i.e. failure or breakage occurs.

As may be expected, there is no simple explanation. It is the result of a combination of a number of aerodynamic, inertial, and elastic factors.

Although every effort is made during the design and construction of an aircraft to minimise the possibility of flutter, maintenance must ensure the original design limits not be exceeded in order to keep the structure 'flutter free'.

There have been a number of instances where flutter has produced a mild vibration or 'buzz' in a control surface.

Causes of Flutter

Since there are a different factors involved, the following are only examples.

A wing not only bends under load but also twists. So if the speed is fast enough it will continue to bend and twist more than normal. If the rate at which this bending and twisting occurs is at the natural frequency, it will bend and twist even further. Depending upon the air speed, the amount of energy available from the air can be enough to break the wing.

This is known as divergent flutter. If the air speed is not so fast, the wing just vibrates up

and down - no doubt causing the pilot to wake up and slow down.

A control surface which is not balanced, when hitting a gust the wing or tail plane, will deflect, but the control surface will lag behind. The resulting increase in angle between the two will produce a force in the direction the wing or tail plane is moving, thus deflecting them even further. Once again, if the air speed is high enough and the frequency near the natural frequency, the deflection will be even greater.

Overcoming Flutter

The design of an aircraft will ideally produce a stiff and well balanced structure. Ground resonance tests will be conducted to produce another estimate of the critical flutter speeds.



Every effort will have been made to ensure that:

- The wing is stiff in both bending and torsion;
- Control circuits are not flexible, by using control rods instead of cables where possible; (Note: The minimum diameter of control cables is 1/8 inch or 3mm)
- The centre of mass of structural components is forward of the elastic axis;
- Backlash or free play in any control surface is less than 2.5 % of chord;
- Partial or total mass balancing of control surfaces;
- In some cases it is necessary to provide additional dampening in either aileron or rudder

circuits with a friction device;

- VNE has been checked by flight testing with no flutter occurring.

Maintenance against Flutter

The pilot in command, who may also be the maintainer, should check a number of items to ensure they are in accordance with Maintenance Manual for the aircraft.

The following items may not include everything for every aircraft, so look at your aircraft's manual and AD's/SB's to ensure you cover the lot.

- Cable tensions are within limits, including rod ends on push rods;
- Free-play / backlash are within limits for every control surface and trim tab. In regards to all flying tails, make sure there is no free-play between both left and right elevators;
- That the mass balance has been checked following any repair, including painting of any control surface;
- Control system dampers are correctly installed and functioning properly and checked throughout the whole control movement range;
- All mass balance weights are attached to a structural area on the control surface/system and not just skin on the flight controls;
- There are no fatigue cracks in any mass balance attachment fittings.

Any unserviceabilities must be entered into the aircraft log

and the aircraft not flown until repairs are carried out by an authorised person and checked by a second party. Flight controls must be treated with the utmost respect and care.

Youtube has a lot of video footage of aircraft flutter and some are quite scary, showing the damage which can occur quickly if the flutter is not reduced.

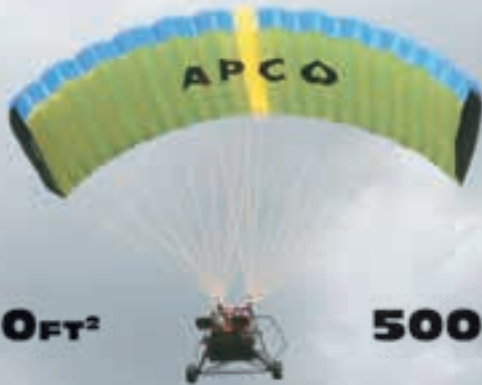
Take your time doing your pre-flights, after each flight and annual service. Just because you landed safely without any problems, does not mean there are none. It's better to find a problem before the problem finds you.

Make it safe to keep it up! 🛩️

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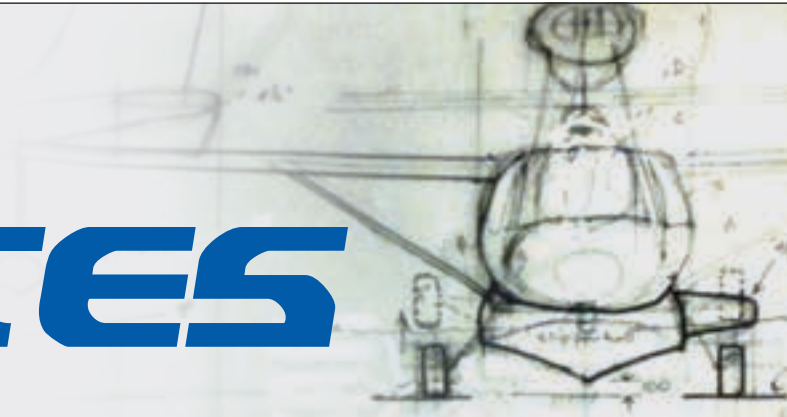
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PILOT NOTES



Jabiru J230 D

Conditions: Strong winds, light turbulence.

While on cruise, the pilot noticed the fuel level had dropped suddenly and then saw a stream of fuel coming from the right wing. Due to the strong headwind and rough terrain ahead, the pilot elected to land in the only available landing area. The aircraft sustained damage to its propeller and landing gear on touchdown due to the rough surface.

On inspection it was found the right fuel cap had not been properly secured and had come undone, allowing fuel to flow from the tank. It was estimated approximately 60 litres of fuel had been lost.

Jabiru LSA 55

Engine: Jabiru 2200, 900 hrs ttis.

While the aircraft was on downwind, the engine emitted a hammering noise. The instructor shut it down and landed the aircraft without further incident.

An inspection revealed the head of No. 2 cylinder exhaust valve had departed the stem, damaging the cylinder head and destroying the piston.

TL Ultralight Sirius

Conditions: Moderate wind, nil turbulence.

Pilot experience: 250 hrs, 138 on type.

The aircraft was landing in an uphill direction into a moderate headwind and the touch down was heavy, possibly due to windshear. The pilot went around and on the subsequent landing the nose gear collapsed and the aircraft flipped inverted.

None of the crew was injured but the aircraft sustained damage to its propeller, struts, wings, windscreen and fuselage.

Thruster T300

Engine: Rotax 582, 266 hrs ttis.

The aircraft was approaching the airfield when the engine faltered and then failed. Being unable to make the airfield, the pilot landed the aircraft in a paddock without further incident but due to the wet condition of the paddock, was unable to retrieve the aircraft until six days later.

An inspection revealed the front piston, and possibly also the rear one, had seized.

Jabiru LSA

Engine: Jabiru 2200, 394 hrs ttis.

After returning from a local flight, the pilot did a touch and go. As the aircraft was climbing out, the engine started to vibrate and lost considerable power before stopping altogether.

The pilot carried out a forced landing without further damage or injury and exited the aircraft. The cause of the engine failure was a dropped exhaust valve.

Tecnam P96

Pilot experience: 56 hrs, 22 on type.

Conditions: Light winds, nil turbulence.

After touchdown the pilot applied some right rudder to keep the aircraft on the centre line but it drifted slightly to the left so he applied more right rudder. The aircraft was still to the left of centre and further application of right rudder had no effect.

The port wing impacted a mound alongside the runway and the aircraft rotated through 180° before coming to rest with damage to both wings, fuselage, undercarriage and propeller.

Jabiru J230C

Engine: Jabiru 3300, 188 hrs ttis.

As the aircraft approached its destination, the engine failed and the pilot carried out an uneventful forced landing in a paddock.

Later investigation revealed the mechanical fuel pump had failed due to the diaphragm pushrod disconnecting from its rocker and jamming against the body of the pump. There was also doubt about the electric fuel pump and the whole fuel system is being checked.

DEFECTS

Aeroprakt A22 LS

Airframe: 490 hrs ttis.

During a landing following a normal circuit, the right wheel spat was torn from the gear leg. The cause was the retaining bolt which had come undone. The bolt has no retaining system and relies on friction to prevent it from coming undone.

After a new spat was fitted, a tang was fixed to the spat and the bolt head drilled to enable lock wiring between the tang and the bolt.

Quicksilver GT400

Airframe: 650 hrs ttis.

As the aircraft began its take-off roll, the left main gear leg failed at the main axle cross member. The failure appears to have been caused by fatigue cracking from a hole drilled down the centre of the leg during manufacture. The other leg was inspected using dye penetrant and was also found to be cracked.





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Second Biennial NORRA-AUS Monto Fly-in

by Myles Breitreutz, Event Manager

THE final touches have been made, risk assessments completed and the program printed, all thanks to the dedicated team which has made this event possible.

The team has endeavoured to cater for everyone's interests - from new release aircraft and aviation equipment to off-road camping equipment and even merchandise for the kitchen.

One thing we learned from 2010 was to ensure every taste bud is catered for. So the tucker will range from BBQ burgers to stone oven pizzas to German sausages and even Chinese gourmet. For those who like the good stuff, there will be soft serve ice cream, strawberries, cream cakes and biscuits. And, of course, perfectly made coffee. There will also be local wine available, served up by volunteers from the local fishing club.

For the kids there will be a side show alley, fairy floss and pony rides. Joy flights will be available in a beautiful vintage Bi-plane, just find Des and ask him to take you. And Jack's lads will organise chopper rides. And if you want to find out what is so special about RA-Aus, simply sign the temporary membership book and you can be off on a TIF.

On the business side, there will be a packed pro-

gram, involving seminars delivered by RA-Aus managers on Operations, Maintenance and Direction.

For those thinking of building an aircraft there will be a design in progress in the end hanger, where Andre will be happy to demonstrate what is involved in doing things like fabric repair. Adam will also conduct a hands-on workshop.

The off-road car club, vintage car clubs and the caravan club will also have a presence.

There will be a team on the field from September 26, so if you would like to arrive early and help out, you will be welcome.

There are still vendor sites available at very reasonable rates. The economy is picking up again, after all.

Keep an ear out for my important announcement at NORRA-Aus about a future Fly-in event you won't want to miss.

And finally don't forget there will be no Avgas at Monto. Plan to refuel at Bundaberg, Gladstone or Emerald.

MOGAS will be available.

It is going to be an historic weekend in Queensland. I can't wait to say G'day to you all.



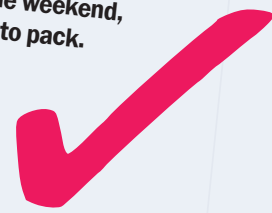
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Check list NORRA-Aus Monto 2012

If you are planning to fly in for the weekend, here are a few important things to pack.

- Current aircraft registration and paperwork
- Current BFR
- Serviceable EPIRB
- Current WAC charts, VNC and ERSA
- Complete full flight plan with fuel calculation
- Leave flight note or SAR
- Tie-down kit



By following these simple steps avoid embarrassment or worse. Also remember your MTOW. The RA-Aus website will have daily updated information about the event including forum information.

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Pre take-off considerations



OVER the past few years, I have noticed that once a student nervously makes their 'entering the runway and lining up' call, their major concern is to diligently count to three as they move the throttle fully open. It is as if this has been the most important lesson learnt about the take-off roll. From the mechanical point of view it may be so, but as a pilot there is so much more to consider.

For every pilot, though, the Pre Take-Off Considerations should be a major factor.

The purpose of Pre Take-off Considerations is to prepare you to act quickly in the unlikely event of an engine failure during, or shortly after, take-off. On training flights they should be said out loud. When carrying a passenger say them to yourself to avoid causing your passenger to become concerned.

The consideration statements are:

- With an engine failure during the take off roll - I will abort the take-off;
- With an engine failure airbourne and sufficient runway remaining - I will land on the remaining runway;
- With an engine failure airbourne and insufficient runway remaining - I will adopt the glide attitude (speed appropriate to make of aircraft), select a field within 30 degrees either side of runway heading and land;
- With an engine failure once established on a crosswind leg

and not below 700 feet AGL - I have the option of turning back towards the runway and landing.

If time permits conduct shutdown sequence:-

- F** - Fuel off.
- M** - Mixture lean.
- M** - Magnetos off.
- M** - Master off (only after flap has been selected).

The use of flaps in these circumstances will depend on the availability of a landing area. If there is a field close by, full flap may be required. If the field is some distance away, flap should be left until a safe landing is assured.

If learned well, these words will immediately spring to mind when they are required, in high pressure and time critical situations.

The Pre Take-Off Considerations are an important passive checklist which may one day be the difference between a successful and not-so-successful outcome to the unlikely event of engine failure after take off. 🛑

The original Professor Avius may be taking some time off, but Professor Avius continues. Like the Stig or Batman, the identity of the new Professor must remain a closely guarded secret to protect his or her loved ones.



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2752 FOXBAT A22



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and covered. Set up for touring. c/w covers, pylon bag, o/night covers, landing light, bar mitts, engine cover. Trailer available. For further info please phone 0419 518 353. Making way for new aircraft.

2841 AIRBORNE EDGE X 582 CLASSIC 32-7815



Streak II B wing 40 hours. Engine 270 hours TT. Microair M760 Transceiver. Raptor Headsets with intercom. Custom-made trailer (Regd.). Tundra tyres and large windscreen. Always hangared, Free Transport within 500km radius of Melbourne. \$24,500. Phone Nigel 03 6383 9452 (Tasmania)

2861 COLYAER MARTIN 3 LSA



As seen at Natfly 2009/10. Excellent condition, 252hrs TT, Rotax 912ULS 100hp, AirMaster fully featherable CS prop, Dynon 180, Garmin 296 GPS, electric trim. Glide ratio better than 23:1. Cruise 97kt. 130L fuel. 600kg MTOW. Great visibility. \$110,000. Will deliver. Phone or email for more details. WA 08 9851 4147, jandshoward@westnet.com.au

2868 JABIRU J170



2010 Factory built Jabiru J170. Always hangared and professionally maintained. No accidents. Complete with headsets and spats. Fuselage has 1250 in service and the new factory reconditioned engine has done 250 hours. This is an ideal aircraft for a private owner and it will be available late April, 2012. The Committee of the Adelaide Soaring Club has decided to purchase a new aircraft and is offering 24-7314 for sale at a very reasonable price of \$60,000 o.n.o. For enquiries contact: Karl Faeth. kfaeth@chariot.net.au 0414 701 019.

2910 SABRE RVX



100. TT 410 Hrs. Rotax 912S, Kaspar inflight variable pitch prop. Two stage Fowler flaps, retractable UC, Electric trim. Cruise (110kts@15Lph). Stall 28 kts . VFR flight and full engine instruments, Navman GPS with fuel flow, Microair comms. Striking aircraft with outstanding handling and performance. Always hangared, professionally maintained and in excellent condition. No reasonable offer refused. For full details call 0417 362 844.

2911 LIGHTWING GR582



TT- 629 hours, 114 hours on new motor. This aircraft is in excellent condition. Always hangared, Icom VHF radio, headsets, all gauges, plus strobe, custom heavy duty spats that can be stepped on for refueling, big tyres plus strut end fairings, gas struts on doors; new battery. Level 2 maintained. Buyer gets option of hangar with power at Mount Direction airfield, Northern TAS. \$26,995. Phone Rodney 03-6382 2787 or 0400 847 605.

2930 TERRIER 200 CAMPER



Seats lay back to sleep in - Excellent Condition - 270hrs L2 build - Carbon fibre ribs and spars - Fuel injected - Electronic ignition 100hp EA81 - Sub 4 Gearbox 15ltr @ 95kt cruise - 6.5hr endurance - Genuine figures - One of the best you will find - \$57,000 Firm - Phone Peter (07) 5590 4313.

2942 TL 2000 CARBON STING



680 hrs, always hangared, Rotax 912 uls, EFIS, transponder, full recovery system, CD, in flight adjustable prop, wing tip strobes, cruise at up to 135 kts. Too many extras to list. Full history. Thousands below replacement. \$107,000, inc GST. Phone Terry, 0427 561 562 for more details.

2946 JABIRU 160



Reg 19-4780. Built 06 Air frame and engine total time 235 hours. Micro Air VHF, 2EGT. Lowrance 2000c GPG, Ground adjustable Sensenich R64Z propeller, Cummins chrome spinner. Always hangared, \$50,000. Contact Stewart on 0427 024 969 or email zephyr01a@bigpond.com

2986 JABIRU SP6



19-3481 Family built and owned with 160 hours total time on 3300 solid lifter engine and airframe. Upgraded starter, oil cooler and cowl. Standard panel, ICOM A-200 radio, 406Mhz beacon/GPS. Always hangared and L2 maintained. Located Gippsland and will travel for inspection. \$37,000 or best offer. Ring Dave on 0466 288 050.

2996 CARBON CUB SS



White and Silver, rego 24-8015 as seen at Temora, 180 hp, ipanel, extended baggage, 3 by 3 landing gear and more, 60 plus hours still under factory warranty, big discount from new price. Call Steve 0414 444 971

3009 DRAGONFLY



RA-Aus registered (32-7852) and fully optioned Dragonfly with Combat T wing, Bailey 4-stroke engine, electric retracts, flight & engine instruments, parachute, manuals and log books. 17 hours TT. Simple, fun and affordable flying at its best! \$23,500 contact Larry 0408 815 094 or email fly@airports.com.au

3011 JABIRU J230



19-4949 Manufactured 2007. Excellent condition. 2 seater, only 105hrs TT. Always hangared. Engine information system. Transponder. Inbuilt Garmin 296 GPS. Garmin 340 audio panel. AM/FM radio, blue tooth, I-Phone connect. UHF, I Com radio. Electric trim, electric flaps. \$72,000. PH 0412 218 029.

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. \$77,000. Ph 0428 536 338. Email bevanlane@bigpond.com

3013 FLIGHT DESIGN CTSW



06 Build, First Reg 07, TTIS 340, Rotax 912S, Cruise 120knts. Dynons D100 and D120, avmap ekp1v GPS, trutrac11vs 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, profession cover. \$105,000. Ph David 0419 804 864. SA

3014 19-5175 REGISTERED TIL OCT /12



TT airframe 167 hrs. The engine blue top 582 has only 32 hrs and NEW bolly prop 3 hours. Always hangared. Foldable wings / trailerable. Reason for sale Upgrading aircraft. Asking price \$19,900 ono Contact "Evan" on : 0409660716 or bluepece24@yahoo.com.au located in the Whitsundays QLD. For photos go to: www.buyplanesforsale.com/aircraft/airplanes/1989-kitfox-1-wings-ii/1844/

3015 MAGGIE 19-7617



Single seat all metal fitted with 1835 vw sweetapple prop iocom vhf radio. Designed and built by present owner. Price \$14000.00 offers considered. Tied down at Bradfield near Gattton SEQ EMAIL Don at don.mellow@optusnet.com.au or ring 0732818449

3016 SAVANNAH



Rotax 912 ULS, 100 H.P. fully maintained, always

hangared. New battery, tyres, brakes. 3 blade Bolly prop, electric trim, GPS, strengthened front axle. \$58,000 Ph: 0408 022011. E-mail for more photos and details: litchfieldhotel@west.net.com.au

3017 JABIRU J 250



Reluctant sale best offer over \$80,000, std VFR inst, good handling US version with low speed wing, stall 39, cruise 115. TTIS 60hrs. Anthony 0407 804 503

3022 SONEX 19-8143



Aerovee 80HP. TT 100 hrs. Garmin 196 GPS. Microair Radio. Headset. Cover. Cruise 100kts. \$48,000 OBO Phone 0412 537 730

3024 FLIGHT DESIGN CTSW



406 hrs TT eng & airframe, owned & maintained by L2,18 ltrs/hr, 7 hrs endurance @ 110-120 kts cruise, Dynon EFIS, 50kg luggage. THE BEST u/l there is. Looking for offers 0407 761619

3025 GATTON AIRPARK (YGAS)

Best airpark in Australia. 4br architect designed luxury home with in-ground pool, 2000 sq m block, 12m x 16m hangar, 750m grass strip, established garden plus lots more. Call for details, make an offer 0407 439807

3026 JABIRU SP 500 19-3615



2002 Model, always hangared. Good condition, TT 500 hrs, seat covers, MicroAir VHF mode C transponder, stand by UHF, GPS, solid lifter engine. All ads complete incl. Head bolts, 2 head sets, Pilots ANR, spares incl. \$45,000 ph 08 8383 6140 or 0407 607 180

3027 SAVANNAH



106 hours, built 2006, always hangared, professionally

maintained. Bolly prop, V.G.s fitted, standard instruments, dipstick access, Garmin SL 40 radio, Garmin 296 GPS. Brakes fitted both sides. \$48,000 negotiable. Call 08 8536 3101 or losdos@optusnet.com.au

3028 FLIGHTSTAR 11 SC



Brand new beautiful 2 seater. Shown with protective covering on windscreen and doors. Engine 0 hours. 80HP HKS. Fuel injected turbo with intercooler. Aerolux 3 blade adjustable prop with spinner and individual blade covers. Hydraulic disc brakes. ASI, ALT, VSI, tacho, manifold pressure, slip indicator. \$39,500. Ph 0419439976

3032 KR2 - FAST & FUN



Jabiru 2200 engine, 110 Hrs TT, Sweetapple Propeller, Galaxy Ballistic Shute, XCom 720 Radio with Intercom, 110lt Fuel Capacity, L2 maintained, Always hangared, 110Kt Cruise, 15lt/hr, \$23000 ono, 0419 654 048, more at <http://athertonairport.com.au/atherton/forsale/kr2/>

3035 NEEDS TLC - STURDY LITTLE 95.10 AIRCRAFT



Needs one wing recovered and engine. Has mounts for Rotax 447, large aluminium long range tank. One weeks work and you've got a flyer. \$1000.00. Phone 03 5856 2154

3036 J160 1/7TH SHARE FOR SALE AT YADG



A 1/7th (one seventh) share of a factory built LAME maintained Jabiru 160 is available. The aircraft has it's own hangar at Aldinga airfield. Flying costs are \$45ph wet plus \$70pm. Share price is \$9,500. Contact Steven on 0430-464-725 or at steven@jaglanbeta.com for more information.

3037 SAVANNAH XL VG 19-8033



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GT

ITALIAN HIGH PERFORMANCE
WOOD COMPOSITE PROPELLERS
SINCE 1969



SEE YOU AT NARROMINE
"LETS TALK"

PURCHASE DIRECT * AFFORDABLE PRICE
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FOR EXCELLENCE.

Fast delivery for standard fixed pitched to suit RV,
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MEMBERS' MARKET

First flown January 2012, 78 Hours on airframe and motor, 100hp rotax with three blade Bolly prop, professional paint job, 6 ply Condor tyres, extended luggage area, wide body with curved doors, presents as new, a delight to fly, located on the Gold Coast, \$63,000.00, contact Owner Builder 07 5563 0006 or 0418724462.

3038 DYNAMIC PROP BALANCER KIT



Complete with case and instructions. 2 x Accelerometers short and long leads. 1 x Optical pick up & tape. Pro Balancer display. Fly in to pick up, and get instructions/or FOB Nowra. Perhaps share with others \$900.00. 02 4423 1087 or 0425 319 669 Keith Baker LAME L2,4.

3039 AIRFRAME TT 2393HRS



582 TTSN 60hrs Skins 250hrs. 55 Registration, dual controls ready for training. Carry 70l burning 16l p/h cruising @ 65kts ALL NEW: Microair Radio; Bolly sport prop with CNC hub and Duratuff leading edges; Storage compartment; Tail wheel fork and main tyres. Includes unfitted tachometer & Airspeed indicator for PAX. Nothing to do ... get in and fly it! \$25,000 drgates@bigpond.net.au 0427 000 553.

3040 HOMEUNIT FOR SALE

Discover Redcliffe. Live and play by the sea. Relaxed flying. Council airport 6km away. RAA/GA Clubs/schools. Retired Jet Captain selling luxury 3bed beachside apartment. Bay/Island views forever. Huge protected deck. 30km hi-speed hwy to Brisbane Airport. \$500-800k buyers please seek details/photo's dallasdoll@bigpond.com or 07 3880 1623

3041 10-4338 PERCEPTOR N3 PUP



Single seat, 35Hp Mosler - cruise 55kts at 6.5 litres/Hr 40 litre tank. This is a fun low performance aircraft with cross country capability (if your patient) and low running costs. It does need some minor paint work and resides in the garage at home as I've bought another aircraft. The engine has had the crankshaft balanced and a quieter exhaust system fitted, 12v battery fitted to run Radio (not included) \$12,500 Mark 02 4821 0800 Goulburn, N.S.W.

3042 AIRBORNE XT-912 OUTBACK



Streak 3 wing, MicroAvionics intercom, 2 x headsets, 2 x helmets, stone guard, bar mitts, strobe light, dust covers, L2 maintained (670 hours) and always hangared. Peter 0447 439 033 Price \$39,000.

3043 JABIRU J170



Reg No. 24-7601. Factory built September 2010. Total time in service 190 hours airframe and engine. Immaculate, as new condition. Never damaged in any way. Always hangared at Goolwa, South Australia. Private owner/Pilot use only. All ads up to date and serviced every 25 hours. Still under warranty. Extras: Garmin GPS 495, red leather upholstery, fin strobe, landing light, external power point, 2 head sets, microair dual radio, 135 litre tank. Flies hands off and perfect in every way. Owner upgrading. \$68,000 Ph 0413 847 865 jimgwen@adam.com.au

3044 WANTED

Rotax 503 DCDI with hours to run. Will pay good \$ for right engine. Ph Wayne 0458 118 938

3045 1948 LUSCOMBE SILVAIRE

TT 2394 hours, time since o/haul 1280, dismantled and shipped from US in 1992. Continental A65-8F engine was stripped and serviced by Scone Aircraft 1997. Plane needs some work and assembly, empty weight 364kg, usefull load 210kg. All log books, flight manuals, modification manuals, and drawings. Reasonable offers considered. Ph Neil 02 6760 8409 or 0427 936 430.

3046 AUSTFLIGHT DRIFTER



Wire braced, Rotax 503 dual CDI, TT 131hrs, airframe 481hrs, long range tanks, L2 maintained, always hangared, avionics front & rear, new tyres, Ultracom intercom, icom VHF radio, 3 Bilsom Viking helmet headsets (L, M & S), Drifter manuals and maintenance log. Many engine & airframe spares. No accidents. Cranbourne, Victoria. \$17,500. Call Stan (03) 9754 3551.

3047 LONGEZ



160hp. G.A Registered. Extensive refurbishing + annual completed jan 12. 1425hr. Total time 1150hrs. New bullet prop! ADF, VHF, fuel flow, 8 function engine gauge, low oil consumption. 10hrs endurance @ 160kts easily! Very comfortable and easy to fly. Fly east to west coast on one refill! \$77,000 ono Contact Peter ph:0403 865 474

3048 CHEETAH - SIERRA



Rego 19-5234. No 2 plane ready only 1 hangar this one has to be sold by order of her indoors. Late series jab 2.2 all updates done less than 500 hrs since engine has new. Garmin 196 - icom 210 - asi - altimeter - turn & bank - ch, temp - oil pres - hr, mtr - taco - fuel gauge. \$27,500 firm! be quick. No tyre kickers please. Fly away no more to pay. Ps you couldn't buy a kit & build for this price. Call Peter 0409 505 393 or email peter.brown505393@gmail.com.

3049 JAB 3300 MOTOR



3300a Jab Engine complet sir no 33a862 hp120 tto 170 on 23/4/2012, motor rebuild new cylinders, piston, heads, by Jabiru motor has 2 hrs on. Also a prop an cover, eng mounts, complet kit forward of fire wall. There is jab warranty, and motor has to be run in. \$10,500 ono ph 0407 176 252 ah 07 3287 3001.

3050 24-7427 DEC 2009



Fly Synthesis Texan 550. Excellent condition, nil accidents TT 750hrs, 2000hrs TBO rotax 912ULS 100hp, in flight adjustable 2 blade propeller, 115knot cruise, AvMap EKP-4 GPS, turn and bank gyro. Transponder, radio, intercom, electric trim on control sticks with L/R trim select switch, cabin lock, cabin heat, lockable fuel caps, blue canopy, special colour scheme decals, TEXAN brand decals etc. Provision for fitting ballistic parachute, manifold pressure gauge, EGT gauge, Tail & wing tip strobes, wing tie down mounts, compass, ASI, VSI, altimeter, RPM, cyl head temp, oil temp, oil pressure, fuel pressure, 2 fuel gauges & low fuel warning lights. Power socket, trim indicator, flap indicator, hour meter, carby heat, landing light, currently at Caboolture on line with possibility of work for the new owner if needed, currently paying for itself. \$100,000 plus GST. Ph 0407 603 510

3051 HALF SHARE IN JABIRU J230



19-7150, located at Murray Bridge. Kit built, total time 60 hrs, SENSENICH prop, XCOM radio, transponder, true track, vertical card compass, GARMIN 295 GPS, CHT stepped to all cyl. 3 Stage elect flaps, beacon & wingtip strobes, cabin heat, transponder, sheepskin

seats, \$35,000 ono. Phone Mike 0438 400 601 or Graham 0400 144 282

3052 JUST AIRCRAFT HIGHLANDER



RA-Aus reg,107 hrs TTIS, 100 hp 912S, G.A. Kiev Prop composite 3 blade, 100 litres fuel, deluxe interior, Professional PPG aerospace 2 pak paint, 600kg MTOW, 294kg useful load, \$90,000. Unstarted kit also available. Ph Peter 0418 129222.

3053 24-4784- FACTORY BUILT



Oct 2006- private pilot, 460 hours has been a dream to own.No incidents or repairs.Just fastidious maintenance. EZ Auto-Pilot Garmin SL40 audio, Garmin 327 mode a/c transponder, Garmin 296 GPS. Nice panel with an essential instrument panel. 3D ply tyres. Fuselage, wings & tail control. Always hangared-all manuals & maintenance books. TAS 120kts at 23mph, 100kts at 19mph. Temps always spot on. 05.05/32 condition report completed. Yes we will buy our third Jabiru another J230. Mike Clifford. Serpentine W.A Hangar FF12. mcre@inet.net.au 0411744948.

3054 LIGHTWING 582



582 Rotax 290hrs, Factory built, rego 25-0326 until July 2013. New brakes, fuel filter and plugs. In good condition. Always hangared near Glen Innes. Currently in Ballina. Owner has moved to Sydney, \$23,000. Call Sam Mob; 0427 929 211

3055 CHEETAH XLS BY RAINBOW AIRCRAFT



Factory built 24 - registration. Jabiru 2200, 80 Hp engine. 64 Hours total time engine and airframe. Single owner and pilot, always hangared. Easy to fly and responsive in spacious cockpit. Cruise 70kts, 110 litre tank. Built for tough conditions. Digital engine monitoring and flight instruments with analogue backup. Economical. Very easy to maintain and work on. Based at Bunbury Airport, WA. Price AUD\$ 38 500 ONO. Half share considered.

3056 PIPSTREL SINUS MOTOR GLIDER



Three aircraft for the price of one - glider, long range super economic cruiser and versatile training aircraft. With 663 airframe and 478 engine hours, this aircraft is well presented and maintained. Rotax 912 powered with in flight adjustable prop. Available in New Zealand. NZ\$120,000. Contact: Colin 0064 7 574 7973 colin@solowings.co.nz.

3057 12/2007 SPORTCRUISER



Always hangared about 500 hrs in very good condition, leather seats adjustable pedals toe brakes both sides. garmin 296 gps radio and transponder, dynon D100 nav & strobe lights, wing lockers, new 3 blade prop update front gear assy cruise 115 knots priced to sell \$98,000 phone Tony on 0429 132 128

3058 TECNAM RG 2000



700Hrs in very good condition owned and maintained by L2 & L4 friend all updates done latest heavy duty undercarriage including rocker boxes, Garmin AERA 500 GPS 2 x microair radios and microair transponder full panel Vac turn & bank AH & dg. Fantastic retract plane to fly 124 knot cruise \$100,000 + gst phone Tony 0429 132 128

3059 J3 KITTEN 10-3660



A classic single seat aircraft. 447 Rotax TT90hrs. Push button start. Microair760 radio. CHT/EGT. ASI & VSI. Compass. Fuel Flow meter. Dual fuel tanks, total capacity 43Litres. This aircraft won best 95.10 Natfly 2008 & is in excellent condition, stored in a custom built enclosed trailer, a pleasure to fly. Can be delivered. \$15,000 ONO Ph Mike 0412 776 849

3060 5055 TECNAM P92 ECHO



Super As new, 2007 mdl, 68hrs. A S, well equipped with Dynon D100 EFIS & Digiflight VS II autopilot linked

to Lowrance 2000C GPS, Garmin SL40 VHF Comm, Garmin GTX327 Transponder, Garmin 296 GPS, Fuel Scan FS-450, Elec. AH/Turn and Balance, Cabin heat, Strobe, L'Light, L.R Tanks, and more, Hangared, LAME Maintained, \$115,000+GST, tax invoice avail. Ph Ian 0418 311 896 or mcpherson01@live.com.au

3061 BUCCANEER ULTRALIGHT



buccaneer amphibious 2 seater with rotax 618 75hp. Dual controls, flaps, retractable undercarriage, icom a210, two Bose noise cancelling headsets, alum fuel tank, epirb, great fun aircraft, excellent condition tt 150 hours , must sell \$22000 onco, email hydelotter@hotmail or call 0488791175

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. Comes with: HKS Tacho, Electric Fuel Pump, Type 4 muffler set, Oil Tank, Oil Cooler. See engine 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

3063 WANTED

Tail Wheel Skyfox CA21,22,25tw or similar. Reply: looking4CA22@gmail.com

3064 NEW XT 582 OUTBACK 2012



With everything to fly, 0 hours on base, The wing is a streak 2B with 10 hours and no incidents. Selling due to cut hours at work. Also comes with all the manuals and books, brand new aerial and helmets, Lynx head sets and microair inbuilt radio. Still has protective plastic on

RAA and GA aircraft delivered anywhere in Australia.

Owner to cover all outgoing costs including air fares. No charger for my time.

Phone Graham 0428298057 based in Caloundra

MEMBERS' MARKET

screen etc from factory. Would sell the lot for \$33000 which is very cheap. Please call on 0407012306

3065 TRIKE TRAILER FULLY ENCLOSED



Trailer dual axle storage shelf security mesh custom designed wing box with rollers and ladder wheels jerry can holders winch your portable hanger one man operation a must to protect your trike from the weather Paid \$14000 Sell \$7000 good condition. Phone 0419610975 email martin@lakemacquarieglass.com.au

3066 MICROLIGHT XT 912 4 STROKE



Airborne Trike as new TT 220 hours Helmets (2x) intercom radio and Headsets cruise wing engine cowl large windscreen Spat , prop and trike covers Suite. New trike buyer Colour Garmin GPS seeing is buying Price \$44000 the lot Call Martin 0419610975 Email: martin@lakemacquarieglass.com.au

3067 JABIRU J230D



Syndicate shares. Factory-built late 2009; as new, 250TT; Garmin 495GPS, transponder; extras include Punkinhead covers. Joint owners seek one or two new partners for a three or four-person syndicate at Warnervale. Quarter share: \$21,000; third: \$28,000. Phone Jack (0407 241 783) or Thomas (02 9804 0392).

3068 SKYFOX GAZELLE



24- 4131 Factory built. Rotax 912 80hp. Hyd toe brakes ASI, VSI, Alt, T&B Co-ord, pitch and roll, full engine gauges ICOM VHF, UHF, intercom, 2 x Dave Clark Headsets, Garmin GPS. All Ad's done. Recent 100hrly. Hangared at Heckfield, Jacobs Well Qld \$28,000.00 Ph 0409968421

3069 SAVAGE CRUISER



stand out in the crowd. Two types of pilot; those that are completely in-love with this aircraft and those that have not yet flown it. Factory build; performs almost as good as it looks. 100HP Rotax, outstanding short field performance. Comfortably (and legally) carry over 200kg payload PLUS full fuel. Always hangared and maintained by LAME/L2. ICOM radio, Garmin Transponder. \$80,000 (incl GST) Contact Paul 0417 561 397

3070 AUSTFLIGHT DRIFTER 25-186



TT 1820 hours, Rotax 503 DCDI, B Gearbox, 99 hours (air switch), Brolga 3 bladed pusher prop, underbelly and long range fuel tanks total 63 litres with electric boost pump. Equipped with ICOM A22 VHF radio, two helmets with intercom, Garmin GPS 38, EGT, CHT, VSI, AI, ASI, Hobbs meter, NAVMAN fuel management, Rotax VDO Tacho, hand operated brakes and spats. Aircraft is two seats tandem, wire braced, tail wheel configuration with red and blue trim and hangared at a country town 150 km NE of Perth. Inspection by appointment. Aircraft comes with a spare 3 bladed prop. Asking \$14,990 Call Bernie 0409512267 (WA)

3071 KARAONE 10-0119



TT640hrs, VW1600cc engine 359hrs direct drive wooden prop. Fuel tanks total 55 litres and cruise at 65 knots. ASI, AI, VSI, Tacho, CHT, EGT, Hobbs meter, oil & temp gauge, strobes lights, electric fuel pump, carby heat, choke, elevator trim and heel brakes. \$9,900 Call Bernie 0409512267 (WA)

3072 SHARE IN TECNAM SIERRA



Third share in Tecnam Sierra P2002, located at Warnervale airfield, 45 mins north of Hornsby. Beautifully presented and maintained aircraft with adjustable leather seats, very easy to fly! Cruise 105 kts, Rotax 912s motor. Third share \$27,500 Phone Nigel 0425 259 984.

3073 JABIRU LSA 55-3705



FOR SALE - Factory built, good condition, always hangared. LAME maintained, TTAf ~2600hrs, TTE 18hrs brand new hydraulic lifter engine (not recon, brand new). Microair VHF & transponder. Spare

propeller. All new control cables, main gear, tires, J120 brakes. \$35,000. Located YBUD. Contact FlyBondy@exemail.com.au 0420 750 710 or 0434 082 023

3074 ROTAX 912

80hp unused. Still in box. Includes engine mount, also spare air filters, oil filters and spark plugs. \$15,450.00 ph (02) 4928 2285

3075 FOR SALE AIRBORNE



Airborne T Lite Single Seat Soaring Trike Only 6Hrs. Can Be Transported In Back Of Ute Or Will Fold Up To Fit In Station Waggon With Wing On Roof. New Price Was \$20,000 Will Sell For \$16500 Is In As New Condition. Colours Different

From Photo. Alasdair 0247572699 Or 0406472109

3076 FACTORY BUILT TEXAN



Club \$115,000 high performance KEVLAR composite low wing airplane with tricycle landing gear. 110cm. Wide cabin, 360deg. Panoramic view plus CARBON FIBRE (stronger than steel) roll frame for maximum SAFETY. Outstanding performance, fast cruise & low stall speed short field landing and take-off capability. Contact: Jim Crocker 0458 159 988.

3077 AIRBORNE 912 TUNDRA



Full package. Base 538hrs Upgraded by Airborne at 375hrs with new Streak 3 wing, new mast, was used as Airborne Tundra demo. Purchased from Airborne May 2009 with new Lynx helmets & headsets, training bars, full set

of travelling covers & camping cover. Includes ACT registered trike trailer for pod & wing & with 4 jerry can holders. Garmin GPS111, GME PLB MT410G, additional handheld Vertex Pro V1 plus tools, spares & some parts. Bolly prop recently serviced. Hangared Canberra area. Log books. Contact Rick 02 6258 5579 Mob 0409 847 680 All for \$46,000.

3078 FREE AIRCRAFT

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3079 SKYFOX GAZELLE - TRAILER

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Advertisers index

AAA Fasterway Parachutes	42
Adelaide Biplanes	23
Aerochute Industries	36
Aeroplane deliveries	63
Aerosport Aviation	50
Air Warrnambool	17
Airborne	20
Alpine Aircraft	30
Anderson Aviation Australia	18
APCO (Whites Water Service)	52
Asia Pacific Light Flying	24
Atec Aircraft Sales - Zephyr	46
Atherton Aerodrome Apartment	56
Australian Aircraft Kits	67
Australian Commercial Credit	65
Australian Lightwing	17
Australian Powered Parachute	65
Aviation Aircraft Tie-Down Anchors	11
Bendigo Flying Club	30
Bert Flood Imports (Rotax)	40
Bolly Props	24
Byron Bay Microlights	9
C & H Freight	46
Caboolture Recreational	56
CAI Insurance	6
Central West Flying	66
Chieftain Recreational Aviation	67
Coominya Flight Training	42
Corvus Aero	16
Delta Recreational	11
Foxbat Australia	42
Gofly Aviation	52
Gostner Aviation	36
GreenDot Financial	30
GT Propellers	61
Horsham Aviation	11, 52
Jabiru Aircraft	67
Lightning Australia	36
Mendelssohn Pilot Supplies	24, 68
OAMPS	23
Oasis Flight Training	56
Outback Aircraft	17
Pacific IBIS	5
Quicksilver	46
Recreational Flying Co Gympie	65
Riverland Flight Training	42
ROTEC	7, 28, 57
SeaBreeze Aviation	15
SeaRey	54
Shell Aviation	10
Skyshop	2
Skysports Innovation	24
Skysports Training	30
Sling Aircraft Australia	50
Sport Aviation Tocumwal	65
Super Petrel	61
Sweers Island	50
True Track Flight System	54
Ultra Aviation	6
Yarrowonga Flight Training	56

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Pictures: Sonex Aircraft



Subsonex JSX-1 Proof-of Concept Prototype with Bob Carlton at the controls



LLC founder/president and Subsonex designer John Monnett with Bob Carlton after JSX-1's first flight in August, 2011



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