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FOR RECREATIONAL PILOTS MAY 2012 VOL 12 (5)



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Get Involved! Have Your Say! Send in stories, articles letters and photographs. Let everyone know what your club/school/group is up to. Make sure we all know when your fly-in is coming up. And don't forget to send us photos of the big day. All contributions welcome. Contact editor@sport pilot.net.au

WHAT IS RA-AUS?

Recreational Aviation Australia Inc is an association of recreational aircraft owners and pilots. It exists to look after the interests of more than 9,200 members across Australia. The members fly a variety of aircraft under 600Kg, some factory built, others built from kits, and some home built.

WHAT QUALIFICATIONS DO I NEED TO LEARN TO FLY?

If you are medically fit and physically capable, and you are above the age of 15, you can earn a pilot's certificate. You can actually learn to fly before then, but you can't go solo or get your certificate until your 15th birthday. And if you are under 18 years old, you will require written parental consent. Flying a recreational aircraft is not as complex or demanding as other types of aircraft. And once you have become a recreational pilot, it's a reasonably easy step to progress to more complex types, if you are looking for a career as a pilot. Holders of PPL, CPL or ATPL licences who want to obtain an RA-Aus Pilot Certificate can undertake conversion training at an RA-Aus flight training facility. Every applicant must complete such dual training as deemed necessary by a CFI and, in any case, shall have not less than 5 hours experience, in an aeroplane registerable with RA-Aus, which shall include a minimum of one hour solo.

WHERE DO I START?

Call RA-Aus head office in Fyshwick in Canberra. The staff can help by telling you what's required and point you in the direction of the nearest flying school or club to where you live. Or you can call one of the board members listed here, who represent different Australian regions. They can answer all your questions.

FINDING YOUR NEAREST FLIGHT TRAINING FACILITY (SCHOOL)/CLUB

Email ops@raa.asn.au

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Cover story

Natfly magic



>> Tony Blair demonstrating his aerobic skill for a delighted Natfly audience, photographed by Will Spiers



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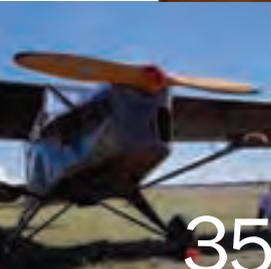


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The exhilaration of flying is too keen, the pleasure too great, for it to be neglected as a sport



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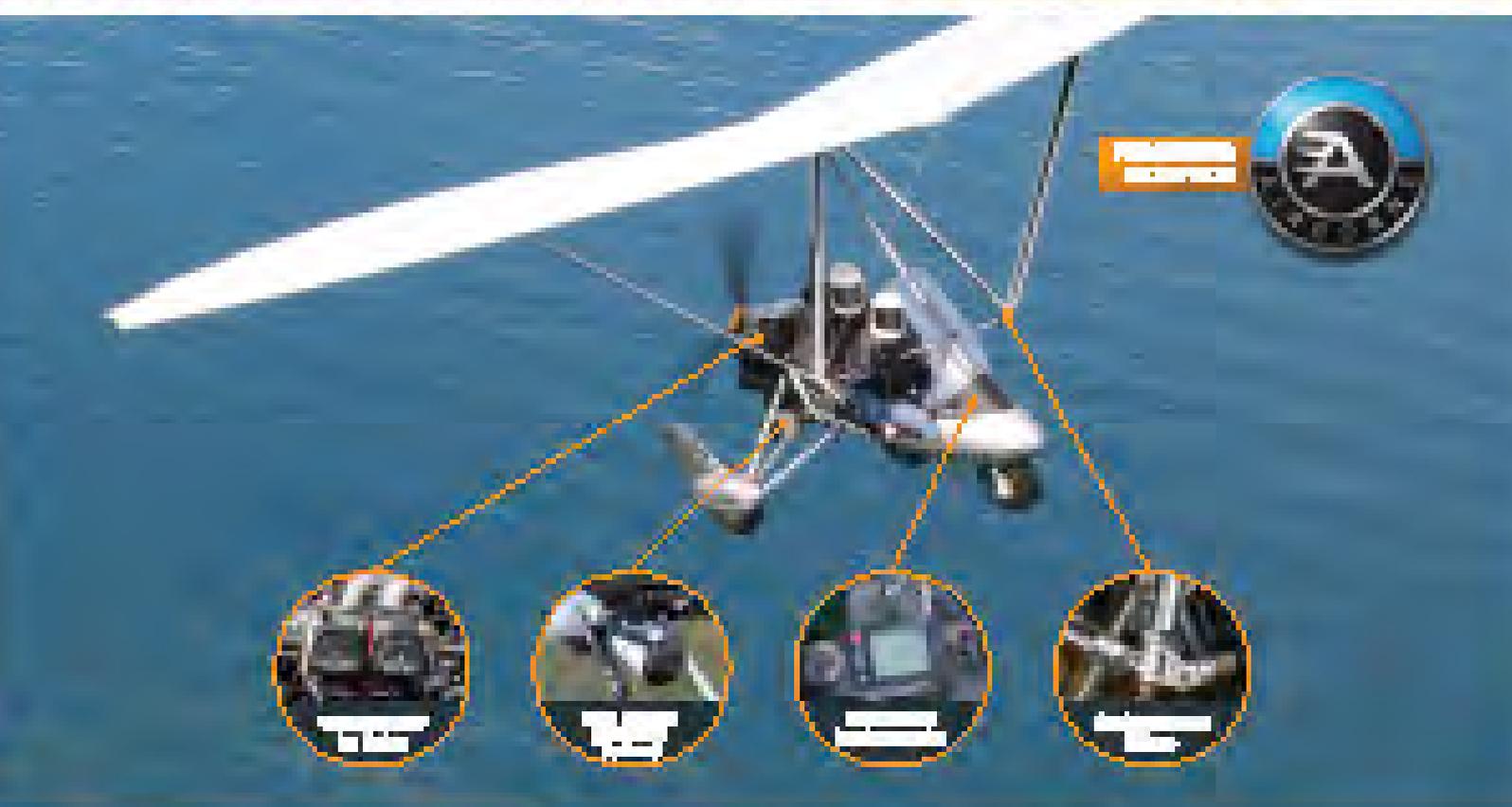
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President's Report

STEVE RUNCIMAN



I AM writing this on my way home from a very enjoyable Natfly, so my main focus is on the fly-in.

I will begin by acknowledging the mammoth effort of the many people involved in the planning and running of the event. These things do not happen overnight, they take many months of planning, organising and doing. The planning for Natfly 2013 will begin shortly. I said at the fly-in dinner that there were many people to thank; far too many to mention during speeches or to list in this article but a huge thanks to all those involved, no matter how small your contribution may have been. A few points I would like to pick up on about the event:

AWARDS

It was my pleasure and honour to present a posthumous Meritorious Service Award to Colin Treloar from Western Australia, which was accepted on his behalf by Ed Smith. Colin was instrumental in the creation of half of the affiliated clubs in WA. While he did not build and make a profit from aircraft, he did build and create fellowship in our sport, fostered development of clubs and actively promoted the sport in his state. He was a builder of the sport in WA and is deserving of respect and recognition for his contribution.

The award will be taken back to WA and presented to Colin's family.

David Eyre was also presented with an award for airmanship and, although he was not present, he was told over the phone by our CEO, Steve Tizzard, and everyone at the dinner was able to hear his response.

The annual Aircraft Awards were also presented. You will find that list of winners elsewhere in the magazine.

MEETING OF MEMBERS

During the meeting of members, a number of points were raised, including the following:

Location of the event: A question about the decision taken by the board to stay at Temora for a further three years. The board recognised the commitment, dedication and the improvements made to the airport by the Temora Shire Council over the past three years and the commitment by them to continue for the next three years. The facility is well suited for the event and it continues to improve. There were issues with the layout this year but the Natfly committee will look closely at this during the planning for Natfly 2013.

CASA ATTENDANCE

An objection was expressed about the presence of CASA and the conduct by them of ramp

checks. It was also suggested some members did not attend Natfly because they had been told CASA representatives would be there.

But CASA's attendance was much more than just ramp checking. CASA representatives also conducted five forums and one member of the CASA team spent much of the weekend answering questions and handing out educational safety material.

I am told the ramp checks themselves went very well, with a number of RA-Aus members complementing the CASA representatives on how well the checks were conducted and how informative they found them. However, if any member felt they were not dealt with fairly by the CASA team, I will be happy to discuss the details on your behalf with Mr Ungermann, the Team Leader of the Self Administering Sport Aviation Organisations Section. Contact me with the details of your complaint. There were more than 350 aircraft at Natfly and only 17 ramp checks were conducted, only 9 of which were on RA-Aus registered aircraft. A full report will be sent to the CEO and me. We will use this to look for trends. If there are, we will direct the focus for training or education in these areas. I consider this to be a proactive rather than a reactive approach, which is important. In recent times, we have found after an incident, there had been errors, which is far too late. The intention is not to catch people but to assist, inform and educate.

The focus of my previous columns has been on checking everything is in order - not just with the aircraft, but also documentation. None of us should be concerned about being inspected if we are doing the right thing.

I have taken on board comments from RA-Aus members. For example, that there were too many representatives from CASA there and that they should have blended into the background more, allowing our members of staff to be the main focus of the safety team. I will engage with CASA to address these issues in the coming weeks.

I would like to thank the CASA representatives for taking the time to come to Natfly and providing us with help and assistance, for conducting forums throughout the weekend and for providing the educational safety material.

NUMBERS ATTENDING

It was generally felt the numbers at Natfly this year were down on previous years. The members of the board will try to work out why this was, if there is anything we can do to improve the event and encourage more members to

come. However, it is extremely important for you to let us know what you thought of the event (if you attended) and why you didn't attend (if you normally do). The intention is to send out a survey with the next magazine. It would be appreciated if you could take the time to complete it and return it. However, if you wish to make comment before the survey comes out, pass your comment to your local board representative or send a note to Ed Herring, the SA board representative, whose contact information can be found in the magazine.

Members of the board and a number of volunteers held a meeting on Monday after Natfly to identify both the positives and negatives of the event. The minutes of this meeting will be presented to the Natfly committee so they can consider the points as they start to plan Natfly 2013.

OTHER BUSINESS

We have appointed a new Technical manager. Adam Finn will be in the chair by the time you read this, having started work on April 16. Welcome Adam and I wish you every success in what, I am sure you will find, is a challenging position. Thank you to Dean Tompkin who has filled in for the past few months. I am pleased Dean has agreed to remain as an ad hoc assistant to Adam when required.

You will see a list of GYFTS recipients in this magazine - congratulations to them all. It was pleasing to see a record number of them made the journey to Temora to accept their certificates in person. Thanks to the GYFTS committee for their hard work in the past few months. Please keep your donations coming. It is extremely important for us to continue to encourage young people to our sport and organisation.

The location of the next AGM has almost been finalised and as soon as it is confirmed we will let you know, via the website and in my magazine column.

Remember there is another RA-Aus sponsored fly-in event, NORRA-Aus, planned for September 29 to October 1 in Monto. We hope to see many of you there.

Work continues on the new website. Please keep the ideas coming in because it is important for us to ensure it is what you want.

I will finish by reminding you that the board is here to represent you, so ensure you contact your local board representative to keep up to date with what is going on and to pass on any comments or suggestions. Remain safe while you continue to enjoy your passion for flying. 🇺🇸

calendar of events



Wings Over Illawarra

6 May

At Illawarra Regional Airport, Albion Park NSW. This major annual air show event features the De Havilland Caribou from the HARS collection, the Connie, Caribou, Catalina and Neptune bomber, and Australian military aircraft including the Roulettes aerobatic team, visiting warbirds and civil aircraft. Vintage and classic cars, motorcycles and farm engines. See woi.org.au for full details.

The Childers Wings and Wheels Fly-In

5-7 May

Isis Flying Club. Gold Coin entry. Lucky Draws, Entertainment, Stalls & Static Displays. For more information contact Bill Brown 0418 724 645 or Ian Laing 0428 714 690.

Wings, Warbirds and Wheels Fly-In

12-13 May

The Maryborough Aero Club's Fly-in supports the RFDS and Angel Flight. Warbirds, vintage, and modern aircraft, vintage cars, motorbikes, stationary engines, aero engines, trade stands, model aircraft and more. Camping available. There are hotels, motels and caravan parks in the region. Spit roast dinner Saturday night. For more information Tony Pope 0408 988 081 or info@maryboroughaeroclub.com

Barossa Birdmen Fly-In

12-13 May

At Truro Flats Airpark. YTFA. Limited accommodation available. Dinner Saturday Night. Avgas and Mogas available by prior arrangement. Pilots should be aware of restrictions regarding overflying neighbouring properties particularly to the SW of the airfield. For more information Dennis Martin (08) 8263 0553 or Roy roy@phillipsperformance.com.au

Moruya Aero Club Open Day

13 May

All aircraft welcome. Landing competitions, parachuting, food, coffee and drinks available. Entertainment and static displays, vintage cars and tractors, Tiger Moth and warbirds. Lots of nearby accommodation. A family and community orientated day with proceeds to the Southcare Rescue Helicopter. For more information www.moruyaaeroclub.com or Lou on 0411 480 393.

Watts Bridge Memorial Airfield Inc. All-In Fly-In

19 May

Watts Bridge Memorial Airfield, in the Brisbane Valley, is home to a wide range of aircraft including vintage, aerobatic and recreational aircraft as well as gyroplanes, warbirds and a variety of homebuilt aircraft. On-field catering and coffee. Free entry. No landing fees. For more information Richard Faint 0412 317 754 or www.wattsbridge.com.au

Old Station Fly-In & Heritage Show

25-27 May

At The Old Station near Raglan, Qld. Camp and enjoy the attractions. No landing charges, Avgas available, a hot two course dinner on Friday night (please book). Plenty of food and drink for the rest of the weekend. A truck show, heritage gear on display and tractor pulling. Live band Sat. night. Proceeds to the Capricorn Helicopter Rescue Service. For more information Leonie Creed (07) 4934 6562 Email: langmorn@activ8.net.au

Gatton Airpark Breakfast Fly-In

27 May

New menu incl. pancakes and revised facilities. All flyers welcome. \$200 award for Longest Distance Flown. From 0730 Sun. Details in ERSA or contact Martin 0419 368 696.

CASA Safety Seminar, Caboolture

3 June

A day of information and entertainment for all aviation people. Free, plus a lunch will be provided. Donations to Angel Flight. For more information, Sean O'Driscoll ycabevent@gmail.com

Queen's Birthday Fly-In

9-10 June

Sunraysia Sport Aircraft Club will host its annual fly-in and dinner at Wentworth Airport. For more information Brian Middleton (03) 5022 7783, 0408 690 650 or brianmiddleton12@ceinternet.com.au



Wings Over Warwick

8 September

Queensland Recreational Aircraft Association incorporating Warwick Aero Club (www.qraa.info) hosts 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 7.00 am. Avgas available. Fundraising for Royal Flying Doctor Service. For more information Kelvin Hutchinson 0407 733 836, Phil Goynne (07) 4666 1676 or Graham Hawthorne 0427 377 603.

It took the panel only 10 minutes to deliberate after hearing the depositions and hand down its decision.

The JRPP made a mockery of planning rules for conflicting development, and the sooner the JRPP is disbanded, the better. Yes, the nursing home was approved right beside and at the end of the active airport runway.

- Margaret Howes

Ed - Richmond River Council has been a consistent hater of aviation going back many years. One can only hope the present staff and councillors retire soon to their homes away from the airport and leave us alone.

Be Diligent

I am amazed at the thinking of some companies who want us to purchase their products.

I think it would better to educate pilots, rather than drag down their opposition in their ads.

I see a lot of lazy marketing - organisations bagging the opposition in an attempt to find areas where their product is superior. This is negative marketing.

This great bagging show is distasteful and is similar to being asked to decide which is better, Ford or Holden?

I attended Natfly this year and looking around the trade stands as we do, I inspected an engine head on display. It was dead.

If this happened to my engine, I would not be proud of such a mishap. Secondly the head would not be out for public display.

As pilots we should be more diligent and professional in detecting problems and marketers, try and be less negative.

- Keith Page

Stop the RA-Aus bashing

Re: the candidate statements for the NSW/ACT election.

We are all well aware membership is growing rapidly and with that comes a certain amount of expectation from those intent on having their own way. Our board is charged with trying to please all the people all the time.

Mention was made about increasing fees with the suggestion that our larger membership should generate a reduction. That's about as silly as saying "if we put two or three million more cars on the road, our rego and insurance would decrease and the roads somehow improve".

It doesn't happen that way.

More membership simply means more administration and more work and issues for those at the RA-Aus office. For my part, I feel the fees we pay are more than reasonable for the activity in which we are involved. After all, we get 11 Sport Pilot magazines a year, some blanket insurance cover, someone to develop

and negotiate air legislation issues on our behalf, a fly-in to attend each year, maintenance of our recreational certificate and registration data etc.

We all love to go to the Easter fly-in (and now the Northern fly-in). These events don't just 'happen'. We really are well looked after.

There was also mention made of the lack of transparency, our association becoming too close to CASA and becoming too much like general aviation.

We are answerable to CASA and they are the government department charged with looking after all things aeronautical. I should imagine it would be nearly impossible for RA-Aus to ignore CASA, considering some of the things our members get up to.

The greatest threat to our organisation will always come from within.

Recently, we've had a weight increase to 600kg MTOW. Whoopee! That now just about makes most of our fleet legal. The next lot of pressure to be applied to the RA-Aus will be from those who import another "you beaut" batch of aircraft, which once again don't quite meet the regulations.

We all love to see the latest offerings but are we becoming more like GA? Sure we are, some of the membership demands it.

On the subject of transparency, there will always be issues happening in a 10,000 strong organisation. The RA-Aus is like a huge small business. Some things will always be held close to the chest and not put into the public domain. Issues will have to be thrashed out at closed board meetings, plans formulated and decisions made. These decisions will have to be made to try to please all the membership. That's a pretty tall order.

In recent times, RA-Aus has lost some extremely valuable and experienced staff. I would suggest this has resulted, not from personal or remuneration issues, but from the everyday pressure generated by a growing workload and increased responsibility on individuals.

Our organisation is not perfect. But it is definitely not 'broken' as some would have you believe. It is subject to the satisfaction that success delivers - along with the pain, the costs and the issues they generate. To the knockers, I would say "suck it in, get on and accept what we have, because the only thing constant is change".

- Dave King

Suck it and see

Re. Suck it and See - April 2012

The rule of thumb as I know it is - TAS is

approximately IAS + alt (Divided by 1000) x 2.
e.g. 120kts IAS at 6000ft. is 120 +12=132kts TAS .

120kts IAS at 8500ft. is 120 + 17=137kts TAS.

Simply put TAS = IAS plus 2 kts for every 1000ft. altitude.

Suck it and see. Let us know how it tasted.

For me it has always been fairly close.

PS. TAS plus (or minus if headwind) your wind component = GS.

It is easily verified by using a GPS.

- John Kosmeier, NSW



In the April Sport Pilot magazine, Jim Benn from King Island asks for a rule of thumb for calculating the increase of TAS with altitude.

The usual "rule" is that TAS will increase by 2% with each 1000' increase in altitude. It's all about air

density. While the thin air at higher altitudes has less drag (higher TAS), its lower density reduces engine power output and it isn't as dense in the pitot tube (lower IAS). Don't expect to get takeoff power at 6,500ft but don't worry about that; you'll still have a better TAS.

Cruising at higher altitudes has other benefits, too. It's always cooler and usually smoother. If you have engine problems, you have more time to resolve the problem and/or more glide range if you cannot. On a normal descent to your destination, you can maintain cruise power and pick up extra speed or you can reduce power and save fuel.

A few cautionary notes: The 2.0% theory is only an estimate; it will vary from day to day. Also, the increase in TAS with altitude slows and then reverses at very high altitudes but that only affects high-flying jets far above our limitations.

Finally, after terrain clearance, the next consideration for choosing a cruising altitude should be winds aloft. A headwind high up will slow you down more than the increased TAS will speed you up. It's more efficient to fly low in headwinds and fly high in tailwinds.

- Glenn Duncan

Building up credibility

I support Roger Hall 99%. The association has taken many years to build up credibility. As we move closer and closer to GA, members should be reminded of the penalties for transgressions.

A firm hand is not being shown to young and old members. The penalties revolve around gaol time and are listed in the regs for the exact punishment .



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It's not a matter three strikes and you're out. My experience in aviation tells me many first strikers are out already.

My second issue is about incident reports, nicely presented by Jill Bailey in a previous issue. Again my experience in RA-Aus and GA tells me that many incident reports do not report the actual truth of the situation as it really was, for fear of being ridiculed, or not declaring a mistake.

Therefore many incidents become just a paper exercise which won't be followed up in the correct manner.

Let's not throw away what has been gained over the years by some foolish people.

- Keith Baker

Shame, Shame, Shame

My eager anticipation of the arrival of the April Edition of the Sport Pilot Magazine, which I normally read from cover to cover, was blighted by the article on 'How to Avoid Aviation Induced Divorced Syndrome'. It was the most cringeworthy, nauseating piece of journalistic tripe I have ever attempted to digest.

I felt as if I was reading a reproduced article from an archive before the time when a young female pilot took to task and to court, an old codger with a similar mindset as your article's author.

You should send some of your guys and their (ex?) spouses to YLTV for the Light Sport Aircraft's Saturday BBQ lunch: very family and female friendly. Or maybe tag along on any of that club's fantastic husband/wife flying adventures. Or visit the YLIL's women flying group and listen to their amazing achievements.

Hatch out of your dark and lonely cocoon



brothers! Look around. There are many female aircraft owners and operators taking off at an airport near you. Many are married to blokes.

PS Professor Avius should add the following to his list of essential reading:

Letting Fly by Deborah Nee; Wardley Lawrie; Solo Women by Gaby Kennard

- Name withheld

More trouble and strife

We in the gliding movement don't hide our sheilas in cockpits. We like to let them loose. Cheers,

- Norm Sanders

Ed- To be fair, the story was chosen for inclusion by the magazine's deputy editor, herself a passionate emancipated, female pilot. She wanted it to be a bit of fun and to generate the very sort of responses we received. Who am I to argue?



Letting the Gift Horse fly

At the RA-Aus meeting at Temora on Natfly weekend, strong negative sentiments were expressed in regard to CASA agents ramp checking arriving and departing aircraft. The dreadful irony was that, as the meeting progressed, a tragedy was unfolding. At the meet-

ing, comparisons were made to police road-worthy checks. Police involvement is usually punitive and no one wants heavy-handedness at Natfly. However, if we could negotiate with CASA to provide a purely advisory service, why shouldn't we take advantage of it? The aviation industry has led the world with no-fault reporting, much to the benefit of the travelling public. Why should we not avail ourselves of such obvious benefits? Let's not look a gift horse in the mouth, but get on and fly with it. If a purely advisory CASA involvement was to be widely publicised, I can't see there being too many pilots being deterred from attending Natfly 2013.

- Arthur Marcel

Ed- By all accounts, the CASA staff was very well behaved and polite. There were only a few ramp checks done and only two or three pilots spoken to. See elsewhere in this edition for more details.

*Undo

IN the April edition of Sport Pilot magazine, on page 13, we featured a news item regarding Aerochute Industries. The pictures alongside the copy were not of Aerochute aircraft, but of Summit aircraft. The deputy editor apologises to both companies for the error. 🙏

Something to say?

Email 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.)

Flight for cancer fight

IN 2010, I conducted a fundraiser for the Cancer Council by flying my microlight from Townsville to Broome. Having seen my mother, partner and other family and friends touched by cancer, I felt I wanted to help in some way to make a difference.



>> Team members - Kiama Markets



>> Jonathon Kick & Michael Sullivan

Treatments have come a long way to help those battling, but it would be great to see more cures.

I found my passion for flying could be put to good use to raise funds and awareness for the fight against cancer. So I decided to set off across this great country of ours to do just that. The support and

generosity of the people I met on the way was great.

In June this year, I will again fly across Australia, this time departing from Nowra. Then proceeding up central NSW and Queensland to Mt Isa, onto Katherine and finally, Broome. From Nowra, I will have a second microlight flown by Jonathon Kick (Footy), a Chief Petty Officer with 808 Sqn, HMAS Albacross, Nowra NSW.

So we do not get lost, we will follow the highways as I did in 2010. An advance party of five vehicles with a medical team, cook and bottle washer, photographer and website operator will be a day in front of us along the way. First stop will be Forbes, then onto Bourke, Charleville, Longreach, Cloncurry and then into Mt Isa. That's the plan, weather permitting.

From Mt Isa, the flight plan will be to Barkley Homestead, Elliott, Daly Waters, Mataranka and into Katherine. After we depart Katherine it's onto Timber Creek, Kununurra, Halls Creek, Fitzroy Crossing and then into lovely Broome.

The trip will be over three and a half weeks.

We will be on Facebook, Twitter, the Cancer Council website and our own website www.flightforcancerfight.com.au which will be updated as we go with comments and photos.

Any support you can give this flight will help make a difference.

WHAT'S THE ANSWER? Members have their say

MORE than 50 RA-Aus members turned up to grill members of the board at the member's meeting at Natfly.

A number of issues were raised.

Delivery of the magazine. A couple of members proposed that the delivery of the magazine to newsagents be delayed so members could get it earlier than other people. They wanted members to get first bite at the products for sale in the member's market.

RA-Aus president, Steve Runciman, reported that the issue had been discussed at board level but not approved.

Another member queried the decision by the board to renew the lease of Temora for three years. Steve reported that at its meeting in February, the board had approved the extension as a way of saying thank you to the Temora Council for its generous support of RA-Aus and its commitment to the fly-in. The council has spent nearly \$500,000 to improve the airport, including laying almost 11kms of tie downs, and put on free buses to town during the fly-in.

Another member complained that the displays and parking at the fly-in this year were too spread out. Fly-in organiser, Ed Herring, said lessons learned this year would be applied to the fly-in next year. This will include moving the long term parking closer to the action.

There were several complaints about CASA conducting ramp checks during the weekend. Several members wondered if it could have been the reason numbers were down. 20 people were checked and two or three spoken to, reportedly about minor issues only.

The president reported that RA-Aus had no say in what CASA did and everyone reported the CASA officers were polite and friendly. Steve told members the board would discuss the issue in coming months.

The issue of the reduced attendance was widely discussed. There were 350 reported arrivals on Friday, but many pilots took the warnings of an approaching storm front seriously and went home early. The storm eventually brought winds of 41kts, but because of the warnings, no aircraft were damaged. The board plans to send out a questionnaire with the magazine to find out why numbers were down. Ed Herring said he believed the current economic climate affected every business this year... some businesses paid to attend the fly-in and yet didn't turn up.

The question was also asked if the board had considered relocating head office. Perhaps to a location near an RA-Aus friendly airport. President Steve acknowledged it had been suggested and a feasibility study started, then abandoned. He said it would be considered again, but would have a big impact on staff.

The member's meeting at Natfly is the place to have your question put to every board member. Try it yourself next year.

Tecnam goes social



TECNAM has established a Facebook site as a place for the aircraft's fans to keep up with the latest developments and share their love and knowledge of all things Tecnam.

A Tecnam aeroplane now rolls off the Capua, Italy, production line every working day and there are now more than 50 dealers around the world, so there is a lot of

interest in the aircraft. Among the coming events for the company, the P Twenty-Ten is about to make its first flight, the delivery of both the 100th Tecnam P2006T Twin and 200th Tecnam P2002JF were due in April and celebrations of the 20th anniversary of the Tecnam P92 family of single engined aeroplane. For more information www.facebook.com/TecnamAircraft

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AIRBOX CLARITY 2.0

HAVING operated on a shoe-string budget all of my flying life, I worried this GPS might have been too up-market for me. For flight planning, I usually use a number of cheap (free?) desktop applications and I always rely on my old Garmin e-trek, a bushwalkers GPS, for navigational assistance. Just follow the big, black arrow. What more could there possibly be?

The Airbox package comes in two main parts. The GPS unit with accessories and the Fastplan software, both from Airbox Aerospace Ltd, in the UK. Thus, support is a 'one stop shop'.

I couldn't believe the 11.0 cm by 6.5 cm display area of the GPS screen could pack in so much data. The unit comes preloaded with a full set of Australian and New Zealand maps. WAC, VNC, VTC's, etc. There are also ERSA like plates depicting runways at most major city and regional airports which can be overlaid onto the moving map. It seems other countries are avail-

able on request. However, the first thing I noticed when I turned it on, was that it locked on to the required satellite signals straight away while I was sitting in my lounge room under our iron roof. This normally doesn't happen in our house.

The GPS unit operates stand alone quite happily without the bundled software.

The unit allows you to select from what looks like a full airfields database, even my home at Pacific Haven Airpark is listed. Going to Temora for Natfly at Easter? No probs. I used a pop up qwerty keyboard to spell the name in full or part. I could have also used airfield codes.

On the way I thought I might just drop into Pete's paddock (a farmer with a grass strip near Proston), not listed in any airfield guide. I simply pointed my finger to the spot, after zooming right in and presto. It was there. Change the name of the newly created waypoint and rubber-band that into the route by drag and drop. Rubber-banding is one of many 'on/off' features.

Mark Pearce won a Sport Pilot competition in December where the prize was an Airbox Clarity 2.0 GPS. He's been using it since and this is what he thinks of it

For those blokey pilots who suffer from FFS (Fat Finger Syndrome), there is a natty little pointer which slides out of a special spot in the base of the unit.

Moving maps are a new thing for me. With the press of a button you can have the chart of your choice with only an aeroplane symbol and your track. That would be enough to impress most pilots, but press again and you pack the

screen with all the handy info such as speed, altitude, heading, etc.

The histogram really blew me away. This graph shows height above terrain, currently and for the entire route, moving with the map. It flashes with a warning sound if you are too low. This same feature also operates when you are about to enter any combination of airspace classes you set. Your symbol on the map can also be set with a

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variable distance extension indicator telling you where you're expected to be up to ten minutes ahead. Alternatively, this can also be used to line-up on a long final as an extended runway centre line. Once you move outside the limits of the VNC you have been using, the unit automatically changes the chart view to WAC, seamlessly maintaining position & scale.

The unit comes bundled with a suction cup holder for attachment to the windscreen. No drilling holes into the instrument panel and no falling onto the floor at inopportune times as my old GPS does. I used to jam it between the windscreen and the top of the instrument panel. Perhaps I should have invested in a holder for the poor old thing.

I've trained myself to carry a stockpile of batteries for the old GPS. The Airbox is 4-way powered – 12 volt, USB, and internal battery with all adapters & cables included.

The package also comes bundled with an interface cable to connect the unit to your computer. This enables you to sync the GPS with your computer to transfer data.

You will also need an internet connection to download future releases and to register the software. On this score, I quickly discovered you do not use the USB cable connection for syncing. This proved unreliable. Doing it, I managed to corrupt the Airbox data. The manual says although it can be done with the cable, it also strongly recommends NOT to. Instead, use the micro SD card and reader/adaptor supplied. Damn!

After conversing via email with the support team in the UK, this became evident. I had to reformat the card, restore the data then re-register the Airbox, all with UK guidance.

The SD card sync presented no problems for the Airbox and it was much faster anyway.

The registration process was my biggest gripe. You enter a 16 character code obtained by either phoning the UK (not on my phone plan you don't!) or emailing

them your registration number and a staff member will email you back an unlock code. Allowing for the 10 hour time difference, this effectively meant a day's turnaround. Don't get the numbers wrong either or the registration code will automatically change and you'll be going through the UK office process again to get another code.

I discovered this to be different to product registration which is an entirely different function. Although pre-loaded, the Airbox also had to be unlocked with its own 16 character code after recovering the SD card data I had corrupted.

Which brings me to my next point - service. I gave this a good workout. My old Garmin didn't ever require me to ring the maker to test out their service level because the old GPS didn't do that much. The quantum leap in functionality encountered with the Airbox means a greater risk of user stuff-ups, as I can attest. Fortunately, Airbox Aerospace support is free via email. They are sympathetic, concise and cheery, and they never once bemoaned, "Did you read the manual first, Mr Pearce?".

In Fastplan, I found the easiest method of creating a route was to enter start and destination codes into 'New A to B' option from the file menu. This updated the briefing info from various sources including aircraft data I had previously entered. From there it was just click, drag and drop the route line onto any other waypoint on the chart, updating the briefing automatically. New waypoints were just a mouse click. I noticed I got faster with each route I created.

In conclusion, the manufacturers claim that the Airbox only supplies info you really need. That's not really true. Personally, I think this package supplies a lot more. They just give you the option to decide what you want to see. In fact, I can't think of anything else I would really want. Well, maybe a future release will identify the location of CASA inspectors... so I can buy them (and the makers of this GPS) a beer, of course. 🍺

For more details about this product got to: www.airboxaero.com/aus/products/devices/clarity-2-0/



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Editor's choice

Brian Bigg

A SORE HEAD AND A SORE NECK

I ALWAYS end up in Temora with a sore head and neck. The organisers say keep a good look out as you approach the town. For me that started about 100nm out, when the radio started to pick up the traffic calls in the Temora circuit. Later I spoke to someone who had come from the south and he said the traffic didn't become audible until about 20 miles out in that direction.

It was a long way but it had been a most enjoyable flight. At 5500ft, there was a 20kt tailwind and it was as smooth as silk all day. The Zephyr was packed to the doors with stuff and had tooted along without a murmur, burning 13 litres an hour as planned. I've done the trip a few times now, so I knew pretty much where I was going.

There were a few clouds over the mountains but nothing a good climb couldn't get over. And the pilots who are lucky to live away from the coast are spoiled with the beautiful flying weather they get.

But as the radio started picking up the circuit traffic, I began to realise that the fun bit was over and the flight became a serious business.

The entire country's recreational pilots were either at, or on their way to, Temora, so if I mucked things up, the world would find out



about it.

So my neck started to swivel. As I went by Narromine, I heard three pilots announce they were leaving for Temora, so I knew they were in my path somewhere. I overtook another aircraft low down to my right and the growing radio traffic at Temora showed no sign of slowing. My head went left and right and up and down. I was determined not to get too close to someone and end up in the papers.

Fifteen miles out and there were aircraft all around me, according to the radio. But I couldn't see anyone. My head was now a blur of movement, left and right and up and down, scanning for any sign or reflection of metal.

At five miles out, a Jabiru called downwind for runway 05. I was only three miles north of him but I couldn't see him. Either could the Unicom.

"Aircraft reporting downwind for runway 05, I don't have you in sight," called the Unicom.

My head was now focused laser like in front of me.

"Um, I think I'm in the wrong place," the pilot sheepishly reported.

Talk about mucking up in front of the whole world. The pilot (no names, but Devonport is a lovely town, isn't it?)

I saw him then as he actually turned downwind for runway 05. I followed him in and the Zephyr rewarded my tired body with a smooth landing. My neck, where it had rubbed on my collar, was red raw. Talk about keeping a good lookout.

As for the sore head? As soon as I landed I saw people I knew. We all ended up in the Services Club after dark trying to overcome our dehydration. By the way, as rare as it is, I also had a 25kt tailwind all the way home. I landed just moments before massive winds and rain shut down my airport for days. So the Recreational Gods must have approved the trip. 🇺🇸

An advertisement for QuickSilver Aircraft Australia. The background is a collage of aircraft. At the top left is a white and orange aircraft labeled 'GT 500'. At the top right is a red and white aircraft labeled 'Sport 25'. In the center is the 'QUICKSILVER' logo with 'WINDCASTLE New South Wales' and 'AIRCRAFT AUSTRALIA' below it. A yellow banner reads 'Take advantage of the current favourable US Exchange Rate'. Below that, text says 'You can currently buy the legendary GT400 kit from a PROVEN kit for around AUD\$20,000 (value \$30,000 plus freight) (Price subject to change due to currency fluctuations)'. To the right, 'ENTRY LEVEL FLYING' is written in large letters. Below that is a red aircraft labeled 'GT400' with a '80-100 Hour Kit' badge. At the bottom left, contact information is provided: 'Mobile: 0418 440 575', 'A/H Phone: (02) 4856 7211', 'bert@quicksilveraircraft.com.au', and 'www.quicksilveraircraft.com.au'. At the bottom right, it says 'OVER 1500 of the GT400's flying all over the world'.

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A change in the air from Canberra

PART 61 ONLY A YEAR AWAY

SOME more details have emerged of the big changes coming over the horizon for recreational flying in Australia.

Michael Juelg, CASA Project Manager for the looming Part 61 legislation, addressed a crowded seminar at Natfly, to reveal more about CASA's intentions for the RA-Aus end of the aviation industry.

Michael reported that CASA hoped to have the legislation through parliament by the end of the year and in force by the middle of next year.

He said the primary goal of the changes was to bring together and standardise the varied and scattered licensing regulations for pilots and flight engineers which now exist in Australia.

It will also introduce the widely discussed Recreational Pilot's Licence.

The good news is that if you want to maintain your RA-Aus certificate and fly the way you have always done, it won't affect you at all.

But the new licence will allow some pilots to do some things they can't now do under either the existing PPL or RA-Aus systems.

To be eligible for an RPL, you will have to be at least 16 years old and need at least 20 hours experience, including 5 hours in command and 15 hours dual.

A pilot with an RPL will only need an unconditional doctor's certificate medical, rather than a Class 2, but will be limited in how many passengers they can carry. Among other big changes, you will be able to get an endorsement to fly through controlled air space.

In fact, all endorsements you have now will be recognised under the new licence.

But if you want to fly a VH registered aircraft, you will still need to be endorsed by a CASA approved instructor, who may not be your regu-

lar RA-Aus instructor.

Another big change will be the removal of renewals. The RPL will be a perpetual qualification. You'll keep it to the day you die, but to use it you will need to do a flight check every two years.

CASA plans to make your RPL licence the only document you'll need to identify yourself, by scrapping the current system of logbook endorsements.

Michael admitted the new regulations would allow CASA to have more involvement in training, as well as better oversight of the training activities of the sport aviation bodies.

And he said the issue of theory training, whether it should be to RA-Aus or PPL standards, had still not been resolved. He said CASA was considering instituting a system of five separate exams, rather than the one.

A couple of other points;

- an RPL pilot will not automatically be able to fly an RA-Aus aircraft;
- an RPL pilot will not be able to do an RPL flight test in an RA-Aus aircraft;

- If you have a PPL, the endorsements will carry automatically if you drop from a class 2 medical.

The bottom line for most of us?

Not much impact if you don't plan to change the way you fly now. The organisation will probably not be affected in a big way either, although it remains to be seen how the changes will affect the industry as a whole. And there are still big questions



CASA plans to make your RPL licence the only document you'll need to identify yourself

about the impact on the livelihoods of RA-Aus training schools.

You won't be able to fly your existing RA-Aus aircraft under RPL rules. You will still need to be a member of RA-Aus to do that. And if you fly a VH registered aircraft under RPL rules, the LAME has to do all maintenance, so cost may become a factor to consider. 🛩️

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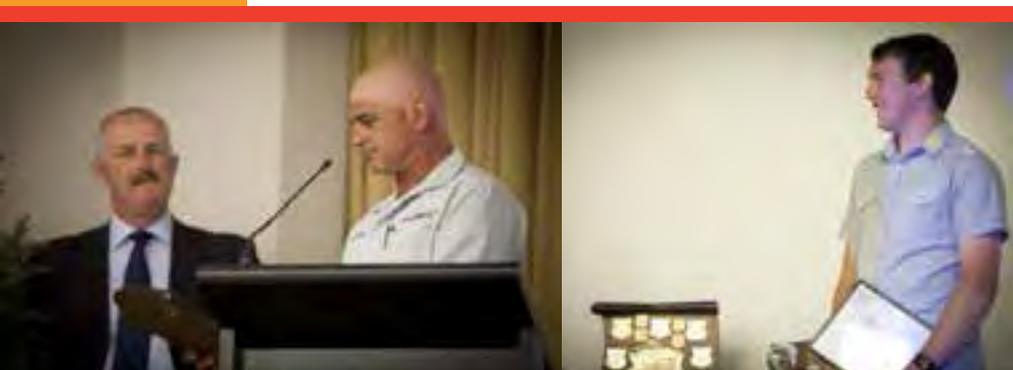
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SCHOLARSHIP AWARDS 2012



The Board of RA-Aus is delighted to announce the results of the Giving Young Flyers Training Support (GYFTS) scholarship program for 2012



THE following ten applicants have each been awarded a scholarship of \$2,500, sponsored by Airservices Australia. The Board and members of RA-Aus acknowledge the support for scholarship program by Airservices Australia for the past three years.

Jett Barnes (15)	QLD
Belinda Blades (15)	NSW
Joshua Coate (16)	NSW
Tristan Dinning (16)	VIC
Jacob Fawkner (17)	VIC
Troy Finocchiaro (16)	NT
Cuan James (16)	SA
Henri Maxwell (17)	NSW
Anastasia Millward (16)	TAS
Riley Schier (15)	NSW



THE following seventeen applicants have each been awarded a scholarship of \$1,000, funded by Bolly Aviation and donations by members of RA-Aus. This fund pool grows each year and the Board of RA-Aus acknowledges the generosity of Bolly Aviation and RA-Aus members.

Ashley Bosveld (16)	TAS
Brodie Dionysius (15)	QLD
Hannah Ferguson (19)	SA
Jake Funnell (18)	NSW
Ashleigh Gesler (16)	NSW
Harrison Hayne (15)	NSW
Amelia Kane (15)	QLD
Suzanne Munns (20)	QLD
Jai Nankivell (17)	SA
George Nicholson (16)	QLD
Stuart Orford (15)	VIC
Caleb Pearce (18)	VIC
Joshua Ryan (17)	SA
Callum Saunders (15)	NSW
Brad Smith (17)	NSW
Solomon Tesfaye (16)	VIC
Jesse Thomson (15)	QLD

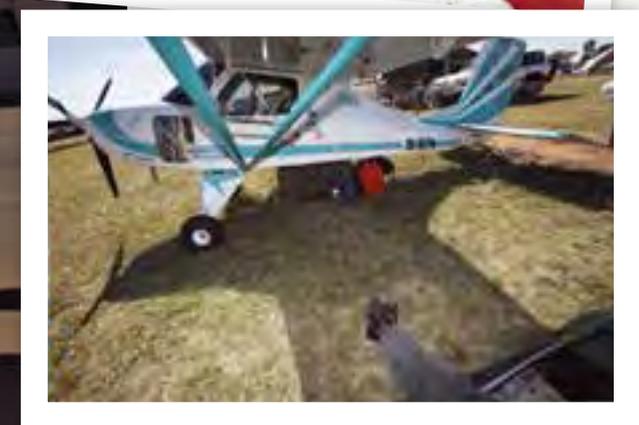
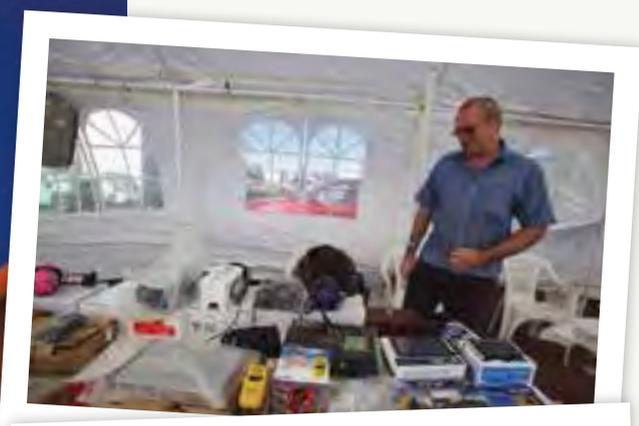


Natfly magic

TERRIFIC Temora turned on perfect Easter weather for the hundreds of RA-Aus members who came from all over the country to share in the aviation love. The cold front which swept through on Friday night was long gone by Saturday afternoon, so there was no excuse for anyone who owned an aircraft not to pop along to Temora to catch up with old friends, make new ones and show off their beautiful aircraft.



NATFLY 2012



>> Every pilot's Christmas bonus (in their dreams).

Photos: Will Spiers

>> From top: Ian Baker, creator of flying forum www.aircraftpilots.com after a night of winds. Ian devised the site after dreaming of a giant aero club where pilots could meet and yarn, learn and mentor; Temora Aerodrome, home of Natfly; Old guys rule; Ross (Maj) Millard exhausted after receiving so many compliments about his fine Lightwing 912 (that's our story, and we're sticking to it).

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NATFLY 2012



>> Clockwise from top: Pig on a pitot; the voice of Natfly was Annette Letson, a Temora local and radio DJ for TEM FM 102.5; Grahame Bateman has been a graduate of the Sardonic School of Air Traffic Controllers for over forty years. When asked for advice to students, he remarked "please, please, please think before you speak. And if you lose your thread, take your finger off the press to talk. If you get confused, just ask. We're just like regular people. Almost". After having flown in his Beechcraft Debonair, Grahame kept good humoured order on the field for the duration of the event, declaring it 'a busman's holiday'.



>> Tony Blair,
mid air

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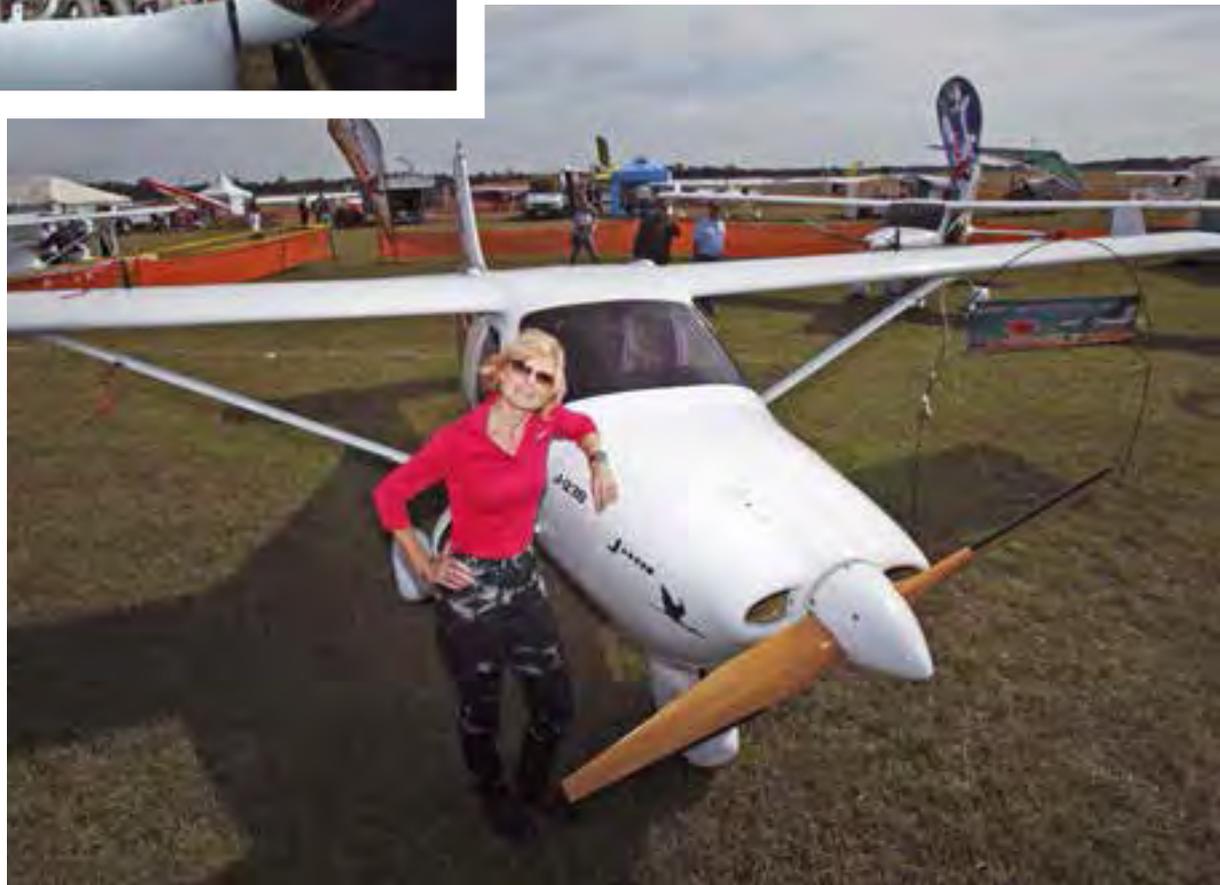
>> Left: James Dill of Mother Shipton's is originally from Donegal. After falling in love with the mayor's daughter, he moved to Temora. An old hand at festivals, serving his in-demand beef and Guinness pie with mash, James admits he was rushed off his feet this year after the arrival of a baby daughter. Needless to say, his ma is dashing out from Ireland to lend a hand.

>> From the top: Steve Donald and his immaculate Savannah; Geoff and Adrienne Fleming from Tristar Aviation in Moorabin with their Gazelle; Stephen from Cubcrafters, modelling his Carbon Cub.

NATFLY 2012



>> Clockwise from top: a Sport Pilot fan; Ross Glare tries a new approach in luring folk back to admire his Morgan Cheetah; the fabulous Sue Woods with a J230; Alan Searle, Tom Moxey, Kyle Lee and Andy Ziems examining Tom's J400's Rotax 914.



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NATFLY 2012



>>> Clockwise from top: Rowan and Bas with their runaway success, OzRunways; The ever fantastic event co-ordinator, Carol Richards treats us to her big beaming smile; Frank Papworth from Hillstone, professional beekeeper declares: "I manage hundreds of flying women who are sensible enough to need men for one thing only". Frank was looking around for the perfect recreational aircraft to carry him around his widespread business sites; Ground Control (to Major Bateman).



NATFLY 2012

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is too keen, the pleasure
too great, for it to be
neglected as a sport"*

- Orville Wright

PHOTO: WILL SPIERS



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Ben's riveting career

by Arthur Marcel

KENNY Edwards and his magnificent RANS S7 Courier did it again. Just as he did last year, Kenny took out both the Best 19 & 25 Category Aircraft award, as well as the Best Soft Wing award at Nat-fly 2012. However, Kenny, a member of the Brisbane Valley Sport Aviation Club, had close competition this year from 23-year-old, Ben McGuinness, with his flush riveted, polished metal finish, six cylinder Jabiru-powered WaieX.

I interviewed Ben prior to the announcement of winners. We sat in a hangar at the end of what had quickly become known as Sonex Cul-de-sac, because of the number of these aircraft on display there. Actually, in that hangar over the weekend, several Sonex forums were held and the inaugural meeting of the Australian Sonex Association. The Sonex and its Y-tailed equivalent, the WaieX, are finding an enthusiastic homebuilding market.

For someone so young, Ben is a very capable aircraft builder and pilot. He learnt to fly when he was 16 at the time he owned a powered chute. In high school he began a school-based apprenticeship in aircraft maintenance. Then, finding a clear calling for a career in aviation, he left school at the end of Year 10 and started as an apprentice in engine and airframe maintenance with Yungler Aviation at West Sale.

At Yungler, he had some early instruction in sheet metal work and found he had a talent for it. Unfortunately, his mentor left Yungler not long afterwards, but Ben was not deterred and it wasn't long before he became Yungler's

main sheet metal fabricator. His first major aircraft project was the rebuilding of a V-tailed Beech A36 Bonanza. Ben wonders if it was this early project which gave him his attraction to the WaieX. Certainly, the WaieX, with its distinctively unique tail feathers, is an appealingly different type of aircraft.

Ben began building his aircraft three years ago in the garage of the family home. He estimates he put about 2000 hours into it. He had plenty of encouragement from the family and particularly from little sister, Caitlin, who became very good at holding stuff for him. Ben said a fair number of knockers thought he would never finish the project. This was particularly because he had set himself the very time consuming task of countersinking every last one of the thousands of rivets holding the aircraft's polished metal skin in place. The structure on the WaieX is extruded aluminium, so this meant every rivet had to be both machine countersunk (the structure) and dolly dimpled (the skin), all with absolute precision, because the polished surface Ben had in mind for the aircraft would show even the slightest miscalculation as a blemish.

Ben estimates the project has cost him about \$60,000. He did it all without borrowing money, working a second night job as a forklift driver so he could buy the kit and other components. Ben decided to save money by buying a factory re-built Jabiru motor, but before installation, he changed the hydraulic lifters to solid ones and modified the plenum chamber to enable a more

even distribution of the fuel/air mixture to the six cylinders. Ben estimates the motor develops between 125 and 130hp, pushing the WaieX along at 140kts (at 2850rpm) with one person on board. At maximum continuous power, the streamlined little aircraft slices through the air at 145kts. Climb rate exceeds 2000ft per minute with the VSI pegged right off the dial.

Ben did his own test flying. He recalled the first flight made his first solo seem like a trivial experience by comparison. Thankfully, the aircraft flew extremely well and needed only minor adjustments to aileron trim and engine baffling. Ben needed to learn a special takeoff technique for the WaieX, because of the plane's limited rudder authority. Basically, the tail needs to be kept on the ground until sufficient airflow is achieved to keep it straight. He said the best way to describe the WaieX is to think of it as a light-weight RV.

Ben likes being part of the aircraft industry. He is still in his original job; however, the Yungler company was bought out recently by Southern Aircraft Services. Ben has a girlfriend these days too. Her name is Katherine and she just loves flying with Ben. As if there was not enough happening in his life, Ben is even thinking of building another plane. He has already bought the kit, a Series 7 Kitfox. The only thing he needs is a little more free time, because, apart from courting Katherine, he is finding that his hobby is merging with his profession as many other aircraft builders seek his advice and services to help them finish their own projects. Well done, Ben McGuinness! 🇺🇸

Dancing Eagles running hares & teddy bears

by Kreisha
Ballantyne

ON a stunningly beautiful Saturday morning at Natfly, excited Deputy Editor Kreisha Ballantyne, chose a powered parachute for her first flight of the day.

Because of this job, I have flown many aircraft types, but never before had I the opportunity to try a powered parachute. I had filed it under the heading of the aircraft category I call 'petrifying', but board member and chute owner, Ed Herring, assured me it is anything but.

"It's a flying armchair," added Assistant Ops Manager, Jill Bailey. I realised then I may have been missing out on something. It was time to find out.

I was up at first light and met Andy at the field. It was a cold, crisp morning after the feisty front of the night before had passed. Andy

handed me a doona with legs and helped me don it, along with helmet and gloves. There's no denying I looked like a Telly Tubby, but it was the warmest, snuggest garment I had ever worn. Andy and his colleague unloaded the Aerochute dual from a trailer. It was ready in minutes.

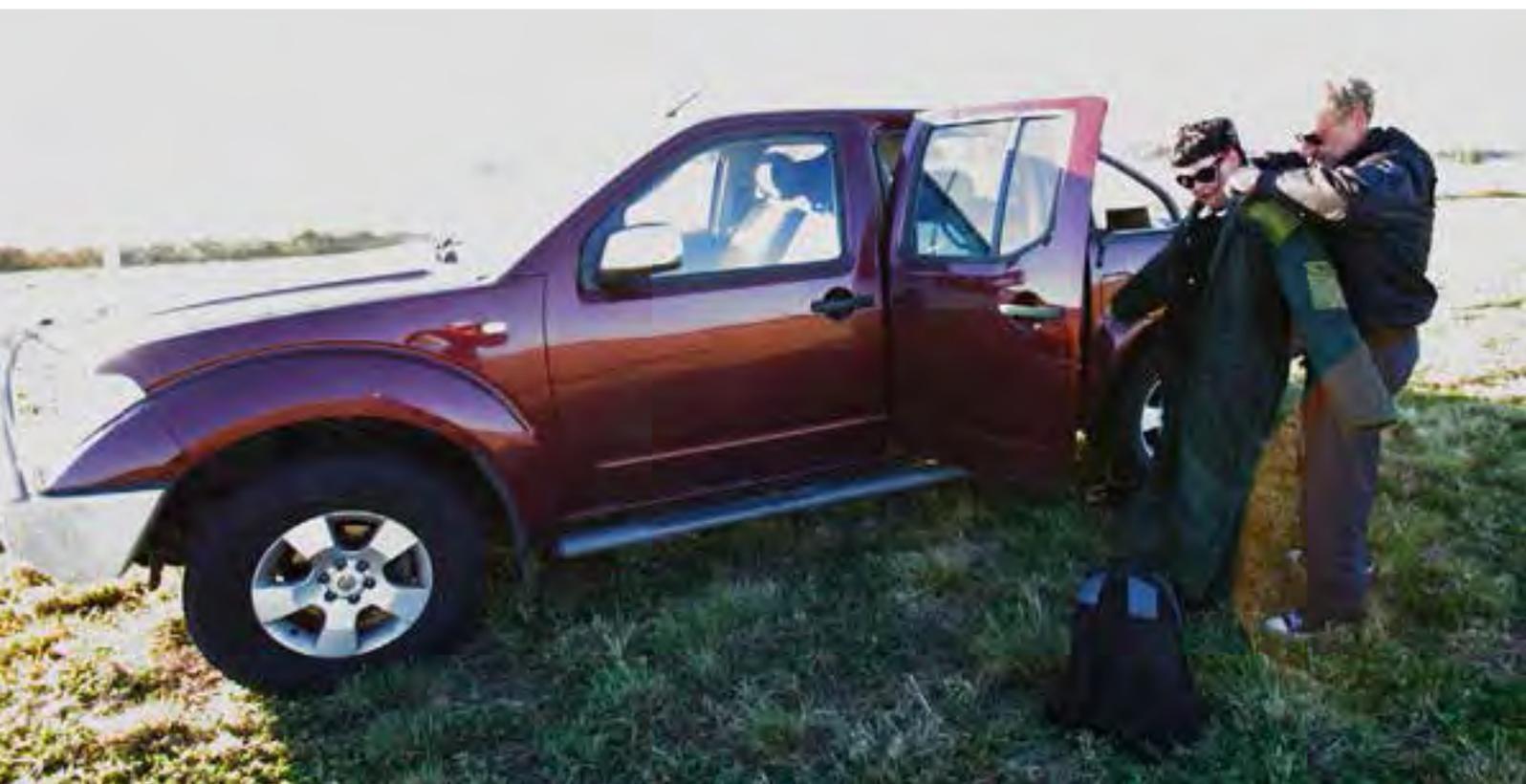
Andy had me strapped in before I could feel even a little trepidatious. He explained how the foot throttle and chute toggles worked and then started the engine. Literally within seconds we were off the ground. It was incredible! Jill was right; it was a flying armchair, with an A reserve view of the earth.

Amelia Earhart once remarked "you haven't seen a tree until you've seen its shadow from the sky". Well, Amelia, I'll see your tree and raise you one parachute. The shadow was truly splendid.

As I was relaxing into the view from four hundred feet in an open cockpit, an eagle decided to investigate just what kind of bird we were. It didn't seem afraid, merely curious, as it danced around our chute, expertly avoiding the strings. At one point, as he hovered, I thought he may have even been showing off.

Andy pointed out, down below, a petrified hare, darting this way and that to escape the giant bird shadow above him. We were certainly in among nature.

"The most amazing thing is flying above the kangaroos in the morning or watching dolphins along the coastline," remarked Andy, making me want to buy one immediately. Sadly for me, the best use I would have for a powered chute in Glebe would be to peek into neighbours' houses, or to fly above the high density houses to get my-





self a view of the city. “Ahhh, but they are portable” answered Andy over the hum of the Rotax 503. “Just hitch it up, and go. People buy them for fun”.

And fun it was. As we said goodbye to the dancing eagle and the running hare, the wind picked up and Andy declared it was time to land. Landing was such a simple affair. Andy demonstrated how to place the chute away from the engine, I barely noticed we were on the ground. As we alighted, I felt happy, thrilled and delighted. It had been fun and possibly the closest thing to unencumbered, pure flight I had ever experienced. Certainly enough to arouse an eagle’s curiosity.

As I doffed the helmet and returned

the pencils to my hair, Andy offered me a loan of the teddy bear outfit for the rest of the morning. I nearly said yes, but was wary of having to convince any children attending Natfly that no, I was not the Tinky-winky or La-La character come to life.

As I made my way towards the coffee cart, determined to keep the adrenaline running, I imagined starting my day with a chute ride, watching the world from a moveable armchair, dancing with eagles and spying hares. In danger of bursting into song, I drank my coffee slowly and vowed this would not be my last time.

My next mission: to fly a chute at my favourite time of day - late afternoon. 🐰



>> Top left: landing; and above: creating hare-scaring shadows



>> From left: donning the teddy bear suit; preparing for takeoff; dancing with eagles

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Jill Bailey
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Natfly 2012 and beyond

ANOTHER Natfly has come and gone. Now is the time to reflect on the event and begin work on ways to improve future events, which is, after all, for the benefit of every member.

The weather was absolutely perfect with light winds, no rain and clear weather along the east coast. The Temora Shire Council pulled out all the stops again and had the airfield picture perfect. Attendance and support from the public and members was excellent and, while total numbers appeared down a little, many exhibitors reported an increase in enquiries and possible sales. Easter Saturday appeared to be the boom day.

Operationally, we commend all those who flew in. The professionalism and standard of radio and CTAF procedures, in combination with the use of the coloured parking cards to assist marshalls, was immediately obvious. Grahame Bateman, who operated Unicom, reported that his task was greatly helped by the standard of radio calls and procedures. We would also like to pass on our personal thanks to Graham for his professionalism as Unicom... all weekend! His efforts assisted Operations (and the event) greatly.

We also need to thank all the people who dedicated their time during Natfly by volunteering. Whether you spent an hour or five hours (and we know some of you spent more time than that), you can be sure it was appreciated, and that your efforts contributed to making Natfly 2012 the success that it was. As an interesting statistic, the six postie bikes used during Natfly over four days racked up almost 600 kilometres and that doesn't include the gators, quad bikes, scooters, push bikes and other vehicles used!

Saturday night's dinner was sold out with guests and members enjoying a great meal and formalities which included presentations to GY-FTS scholarship winners and a special award for Airmanship and service to the aviation industry. The award was presented by Airshows Downunder and was presented to long time member, former CFI and current PE, David Eyre from South Australia. The night also included

sometimes emotional presentations of trophies to aircraft judged during the event. Another highlight was the lifetime membership presented to Lynn Jarvis who has contributed immeasurably to RA-Aus, not only as a board member but also for other invaluable assistance to the organisation. Congratulations Lynn.

Our focus this year was to try and encourage more 95.10 aircraft to come to Natfly. But our encouragement did not result in any increase in attendance. If there are any 95.10 aircraft owners out there who have any ideas on encouraging more pilots of this category of aircraft, we



>> Careful pre-flight checks are always required. This control lock was found in the middle of a runway during Sunday departures

would appreciate your input.

Another success story was the availability of Mogas. Pilots contacted RA-Aus HQ to advise they required fuel; a local volunteer was contacted, who arrived with all equipment including jerry cans, Mr. Funnel, siphon hose and step ladder. The pilot was transported into town, the fuel cans filled and returned to the aircraft and refuelled.

More statistics. Over four days, the Mogas fuel volunteer clocked up over 150 kilometres. As for Avgas, two SkyFuel trucks roamed the field and dispensed over 13,000 litres. Considering many of our aircraft only require 80-100 litres, this was a lot of fuel.

Ramp checks were apparently the subject of some conversations, with pilots concerned about the presence of CASA at Natfly. If you think

'big brother' is watching too closely, please consider the report of one pilot who went through the experience. This pilot was simply asked about the requirements of what pilots are supposed to carry when conducting a cross country flight. CASA made mention that the focus was very much on education and information rather than to 'catch people out'. Look out for an article in future magazines about pilots' experiences on this subject.

Unfortunately, Natfly 2012 was marred by the tragic loss of two of our members. We express our condolences to family and friends on behalf of the entire aviation community. We all feel the loss.

A team of RA-Aus investigators was dispatched to assist local police with the investigation and a coroner will undoubtedly issue a report. RA-Aus will not be grounding this aircraft type from service.

At any event of this size and with the number of aircraft involved, questions may be raised about a pilot's conduct. If this happens, Operations will act in the interest of safety of air navigation. It may be as simple as a phone call (for mentoring purposes), the completion of an incident report or, if we feel safety has been significantly compromised, we may request the pilot undergo a flight review.

In any case, safety is obviously our highest priority, which starts with planning and ends with decision making. Your active participation and assistance with the maintenance and improvement of safety is part of this process.

To try and gain further feedback, we are shortly going to be putting up a survey on the Natfly website www.natfly.com.au for you to fill in and assist with the planning of Natfly 2013. In the meantime, we look forward to catching up with you at a fly-in near you.

In the words of Bill Gates, former CEO of Microsoft:

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Light aircraft controls

by Evan Hart

LIGHT aircraft control systems have been developed more-or-less by consensus rather than by any particular examination of the issues such control systems may pose. In the early days of heavier-than-air flight there were a few variations in control systems, but these seem to have quickly gravitated to a system of control via rudder pedals for yaw and a joystick for pitch and roll control.

It seems little improvement is likely in rudder control because the existing system is easy to understand and easy to build. Aside from doing away with it altogether as was done in the Engineering and Research Company's ERCO 310, a 2-seat light aeroplane with only a control yoke and no rudder pedals. The control wheel was linked to the steerable nose wheel to steer the aeroplane on the ground and linked the rudder and ailerons to control the aircraft in flight. In other words, all steering of the ERCO 310 was done via the control wheel only.

Designed to maximise simplicity, safety and reasonable cost, the Ercoupe, as the aeroplane was quickly named, was regarded as almost fool-proof and movies exist of the aeroplane being landed hands off! By design, the Ercoupe was not able to be spun.

The Ercoupe went through various owners as a result of the great depression and World War Two. Its last iteration as the Mooney M10 Cadet featured Mooney's trademark vertical fin.

For many years now the most common kind of roll and pitch control in light aeroplanes has been either the joystick or the yoke, with the former being most common in Europe and the latter most common in North America. Over the past 10 years or so variations on these traditional kinds of control systems have been introduced and are becoming more common. It is time, therefore, that the pros and cons of each of the available systems be considered with the aim of finding which one, if any, could be considered to be the best for all kinds of light aircraft flying.

General Description of Control Systems

Generally speaking the roll and pitch control must consist of a means to operate ailerons and elevators so the aeroplane may be controlled in straight and level flight and maneuvered as re-

quired in operations including take-off and landing, aerobatics, low-level flight such as may be undertaken in searching for a weather related forced landing site, and general flight manoeuvres.

Evaluating the Various Control Systems

An informal evaluation system has been created with which to evaluate the various pitch and control systems available. This is the system:

- 1 Simplicity of design and manufacture
- 2 Ease of understanding and use
- 3 Potential to interfere with entry to and exit from an aircraft
- 4 Potential for interference with flight
- 5 Potential for causing injury in a crash
- 6 Ergonomic design value

Each of the above will be given a value between 1 and 5 in the following evaluation. In each case the lower the score in each criterion, and in the total, the better.

Control Stick

The exact origin of the term "joystick" has not been pinpointed but it has been in use to describe the aircraft pitch and roll control system since 1913. Some have suggested a somewhat risqué origin for the name but there is no evidence to support the claim.

Joysticks are conceptually simple devices with their direction of travel directly related to their effect on an aircraft's attitude. However, mounted as they are, with the hand grip above and between the pilot's knees, there must be a certain amount of bias, though perhaps small, when using a joystick. It is easy to understand that a left hand on the joystick will tend to pull to the left and backwards which, if allowed to continue unchecked, would result in the aircraft turning left and climbing. Therefore the pilot must maintain a slightly awkward pressure on the stick.

If a joystick-equipped aeroplane has near neutral stability, the pilot will need to pay constant attention and make constant inputs to keep the aeroplane flying level. Yaw deviations would, of course, be generally picked up with a

bit of opposite rudder.

A joystick is necessarily in front of the pilot and is high enough to be a potential source of injury to the pilot in a crash. It is to be pointed out that no reports of direct damage to a pilot by a joystick have come to light, although there have been cases where the joystick and other parts of the control system had to be cut away in order to remove an injured pilot.

Joystick Evaluation

Simplicity of design and manufacture	1
Ease of understanding and use	1
Potential to interfere with entry to and exit from an aircraft	4
Potential for interference in flight	1
Potential for causing injury in a crash	1
Ergonomic design value	5
Total evaluation points	13

The Yoke or Wheel

Like the joystick, the yoke is a conceptually simple system for pitch and roll control if a little more complex in design and manufacture. It seems to be associated with a generally less precise control experience than other forms of controls.

Bias appears absent when flying with a yoke, provided that the flying hand can be comfortably held.

The biggest issues with the yoke or wheel would seem to be that they always interfere with the pilot's view of some parts of the instrument panel and that they have a significant potential for causing damage in a crash.

Yoke Evaluation

Simplicity of design and manufacture	3
Ease of understanding and use	1
Potential to interfere with entry to and exit from an aircraft	1
Potential for interference in flight	3
Potential for causing injury in a crash	2
Ergonomic design value	4
Total evaluation points	14

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>> Above, centre stick control; and right, yoke

The Centre Stick Control

There are many variations in the centre stick control and these variations can affect the perception and use of this type of control.

Conceptually, this kind of control is equal to the joystick and is simple in design and construction. Because it is mounted centrally there is no need to duplicate this primary control although duplicate throttles are likely to be required. A decent armrest also contributes to the comfort of use, especially in long flights.

The centre stick control offers no impediment to entry and exit from the aircraft and does not interfere with either pilot or passenger's view of the instrument panel.

There may be some slight risk of an injury caused by this type of control in a crash.

Centre Stick Control Evaluation

Simplicity of design and manufacture	1
Ease of understanding and use	1
Potential to interfere with entry to and exit from an aircraft	0
Potential for interference in flight	1
Potential for causing injury in a crash	1
Ergonomic design value	1
Total evaluation points	5

The Side Stick Control

There are a few minor variations in the side stick control but these variations have

little effect on the perception and use of this type of control.

Conceptually this kind of control is equal to the joystick, but is more complex in design and construction. Being side mounted, dual side sticks are required for any aeroplane intended for operation by two pilots, as in a trainer. A decent armrest also contributes to the comfort of use, especially in long flights.

The side stick control usually provides some impediment to entry and exit from the aircraft but does not interfere with either pilot or passenger views of the instrument panel.

There may be some slight risk of an injury caused by this type of control in a crash.

Side Stick Control Evaluation

Simplicity of design and manufacture	4
Ease of understanding and use	1
Potential to interfere with entry to and exit from an aircraft	4
Potential for interference in flight	1
Potential for causing injury in a crash	1
Ergonomic design value	1
Total evaluation points	12

Comparison of Control Systems

If the validity of the observations and evaluations presented above is accepted then we may have a system for appropriate evaluation of light aircraft control systems.

It is to be noted that the evaluation values

are based on many years of experience in flight by a single pilot and others may well wish to provide a different set of numbers.

It is also emphasised that in this evaluation system, the lower the score, the better.

The results of this evaluation, from best to worst, are as follows:

Control System	Evaluation Points
Comments	
Centre Stick	5
Will depend on the exact nature of the control stick	
Side Stick	12
Examples flown by author have been very good in flight	
Joystick	13
Author has frequently found to be restricting	
Yoke or Wheel	14
Often seems to be associated with sloppy controls	

Conclusions

The centre stick control appears to be significantly better than other types of controls in common use. Disagreement with this conclusion is to be expected and disagreement is entirely appropriate.

Indeed the writer would be very interested to hear what other pilots have to say on the subject of the different pitch and roll control types common today. 🗣️

2580 TECNAM BRAVO LSA



Immaculate condition only 165 hrs TT. 100hp Rotax 912. Dynon EFIS D100. Garmin Mode C transponder. Garmin radio. AvMap large screen colour GPS. Dual fuel flow meters with electric fuel gauges. Electronic trim. Fully maintained by LAME. Always hangared. \$113,000 + GST. Phone 0411 471 273 for more details.

2588 PRICE REDUCED ROBERTSON STOL B1-RD

The ultimate STOL fun machine, this 95-10 built by Robertson Aircraft Corporation using standard aircraft components. Massive 162sqft wing gives stall speed of 15mph and cruise speed 38mph. Website www.ultralightnews.com/antulbg/b1rd_ultralight.htm. Original Cuyuna 30Hp plus spare Rotax 503. \$3,500ono. John 0427 757 922

2611 10-069 SAPPHIRE 447CDI



Wing tanks plus 14L fuselage tank with Gauge. ICOM A200 radio, Instruments and near new Sweetapple prop. Low Hrs on Engine and Airframe. Great performing single seat Ultralight, cruise at 75Kts with over 4.5 Hrs endurance. Hangared at Maitland. \$13,500 ono. Ph Col 0412 522 916 or email col.burrows71@gmail.com

2645 JABIRU J200A



19-4164 Manufactured 2004, TT480, engine Jabiru 6 cyl. 120HP. Mechanical lifters Jab prop. Stalls 43kt, cruise 115-120 MTOW 600kg. Three strobes, 2 radios, 1 transponder, auto pilot, Intercom EFIS-D10 System IK2000. Flight & engine monitor, GPS MAP Garmin 296. Cabin heat, manual flaps serviced every 25hrs. Nil accidents. 138lt. Hangared L.T.V. \$65,000 Ph George 03 9707 3238

2671 JABIRU SP 500/6 19-3717



Well maintained and hangared. 449.5 hrs. 123kts @19ltrs hr. Sweetapple cruise prop, custom extractors, 10 ply mains, 85ltr tank. STD gauges + electric turn coordinator, volt meter, fuel flow meter. XCom VHF & headsets, + UHF & 2xGPS. Grim voltage regulator, Anderson jump start plug. Will deliver anywhere. \$55,000. 08 9921 8790

2680 PIONEER 300



Jabiru 3300 powered, retractable geared, transponder, Garmin 296 GPS, Micro radio & intercom, electric trim, VFR instruments, RA-Aus Registered, fuel miser, 34kts stall, 130kts cruise. All up 260hrs, this aircraft has been hangared, service records up to date. Just a dream to fly, many other extra's \$135,000, call Mark on 0448 387 828, No GST.

2696 DRUINE TURBULENT AT100



19-4864, built under 101.28, brand new with permit. Ohrs. Single seat wooden, VW 1835cc. Expect 90+kts cruise, stall 32kts. 14 lph, total 401. dual ign. (Bendix mag. + coil), 25A alt. Fifth plans - built by experienced builder. \$19,000ono. Ph: 02 4351 1437.

2750 JABIRU SP-6 19-3485



Regd to 27/6/12, TTIS A/F 449hrs, Engine 14.4hrs (new), 3300 (120hp) Hydraulic Lifter. Garmin 126/8 GPS, Icom A200 Radio/Intercom, ASI, ALT, RPM, EGT, Turn Co-ord, Oil Pressure & Light, VSI, CHT, Oil Temp, Volts, Elec Fuel Pump, Compass, Throttle Lock, Wheel pants to mains, Hyd Brakes, 80lt Tank, Cockpit cover, Build Books, Extras. VNE 132, Cruise 110-120Kts. Asking \$60,000ono for quick sale. East Gippsland. Ph Ray 03 5155 5181 or 0411 956 734. rjwheels@gmail.com

2752 FOXBAT A22



24-4239 TT 550hrs. Rotax 912 100HP, L2 maintained, Excellent condition. New Kiev prop & tyres recently fitted. Hangared at Mudgee NSW. Transponder, Fuel flow meter, Microair radio, Garmin 196, Altimeter, ASI, VSI, Flydat monitoring system, AH-Trutrak ADI Pilot 2 (includes GPS Track readout). \$72,000. Ph John 0437 373 503

2760 JABIRU J230C



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Ph: (02) 6280 4700 Fax : (02) 6280 4775 E-mail: admin@raa.asn.au Website: www.raa.asn.au

Factory built, Natfly 2008 winner, 24-4937. Excellent condition. Flies "Hands Off". Always hangared, TT420hrs, Microair radio, transponder, Fuelscan 450 (couples to GPS), Low fuel light, new battery, dual stobes, heater, 10ply tyres. Serviced every 20hrs. Many extras. Ph: 0418 930 100. \$80,000 includes GST.

2762 SUPAPUP MK IV



Supapup MK IV single seat. Excellent condition. Originally VH registered. Jabiru 2200 and Jabiru prop with only 32 hours. Aircraft has only 99 hours total time and is RA AUS registered until July 2012. All work undertaken by LAME. Matco hydraulic disc brakes, cargo compartment, really good panel including artificial horizon, 56 litre wing tanks, Microair radio, Hobbs metre and polyfiber covering. Cruises at 90kts and climbs at 1250 fpm. Burns 14 lph. Included is a custom made, Queensland registered trailer. Aircraft can be viewed near Esk, Qld. \$30,000. Ian 0417 899 524.

2765 THRUSTER T 500



25-0780 2 seater T/T 1165 hrs, 582 Rotax 225 hrs since overhaul. UHF and ICom VHF Radio. New tubeless tailwheel. Long range fuel tank. Flies great and well maintained. \$15,000 Hangared in Helidon/Toowoomba area. Complete spare engine and gearbox also available. For more info ph Paul 0427 622 176

2768 EVEKTOR SPORTSTAR



24-4467 2005 model. Bendix/King VHF and Transponder. Rotax 912ULS, 1100 hrs, 2000 TBO. Always hangared and L2/LAME maintained. Located at Gawler. \$75,000 Bas: 040 5011 330 bas@scheffers.net

2775 PIONEER 200 XL. 24-5118



Factory custom built. Long range tanks, Lawrence GPS, SL40 Garmin radio, JPI FS fuel flow monitor, standard gauges, electric aileron trim, electric elevator trim, flaps, metallic blue paint, blue tint canopy, landing & strobe lights, cabin heat, wheel spats. Privately owned & only flown by owner. Excellent Condition. Always kept in fully enclosed hanger Nill accident. Magnificent to fly 231 Hrs. \$75,000 Plus GST Ph. 0429 457 759

2776 SAVANNAH ROTAX 912



19-5106. Very low kms, rarely used. Slat wings. Always hangared. Local WA delivery arranged. \$50,000. Ph. 0418 932 756.

2779 2003 RANS AIRALE S12



19-3228 2-seat - fitted 912 Rotax w/- water cooled heads - 300 hrs, full instruments - new tyres, windscreen, eng. mounts - boost pump - maintained by Steve Cohen L2. Excellent condition, always hangared. Located Wedderburn airfield. Contact Neville (02) 9533 4870 or 0419 296 015 - Peter 0437 210 006. \$34,000 ONO.

2783 PARADISE P1



In immaculate condition. Airmaster Constant Speed Propeller, Dynon D180 plus all standard gauges. Dual axis auto pilot HDG & ALT hold. Large screen Garmin GDU 370 coupled GPS Transponder with Mode C, ready for entry into Class C airspace. 142Ltr long range fuel tanks. Low hours suit new plane buyer. PH: 0412-834 225.

2809 JABIRU J160 2200A



95% complete. Built by experienced builders. Extras include VSI, dual strobe (not fitted), upholstery kit, interior finished in speckle paint.

For further info contact John (02) 9351 7137 or Duncan on (02) 9351 2459 between 8.30 AM & 5.00 PM email john.todhunter@sydney.edu.au \$49,900 or \$39,000 less engine.

2811 TECNAM GOLF 24-7433



Immaculate aircraft, 200h tt, 912S, cruise 105 knots, stall 32 knots, all instruments, GPS, Icom Radio, transponder, extended 116 l fuel tanks, reluctant sale \$83,000 negotiable. Rick 0431 914 652 or rnothard@yahoo.com

2814 SUPAPUP

Single seat. 2200 Jabiru, 90k cruise. \$18,500. Ph: 07 4665 3255 or 0407 750 325.

2815 DRIFTER

Certified wire brace, 582. \$18,500. Ph: 07 4665 3255 or 0407 750 325.

2816 TRIKE

2002 Executive. 295h, 582, \$18,500. Ph: 07 4665 3255 or 0407 750 325.

2822 KR2

Unregistered. Has flown in Canada. Needs tidy up and registration RAA or VH, 2 seats, taildragger, inline 4 auto conversion with belt drive PSRU and wooden prop. Save yourself the trouble (2-5 years) and cost (about \$40,000 est) of scratch building. \$14,000ono. Call Martin 0419 333 525.

2830 ZODIAC 601HDS



Rotax 912 80hp 420 hrs A/F and Engine very well built. Aircraft originally VH reg now RAA 19-3855. Full panel including A/H,VSI,Icom A200,Transponder. Airmaster CS feathering variable pitch propeller 70hrs since new,125 LTS fuel in 3 tanks, toe brakes, electric elv and aileron trim. Excellent cond and great to fly. Hangared Bindoon WA \$38,000. ph Tim 08 9295 1484 mob: 0410 660 212 .

2832 SAVANNAH



Built 2006 with leading edge slats, Rotax 100hp, TT 180 hours always on 98 octane Mogas, 4 blade

MEMBERS' MARKET

Brolga prop, Tundra tyres, long range tanks, trim and fly hands off and mushstall at 26 knots. Always hangared with fuel, oil, oil filter and air filter changed every 50 hours and well maintained by owner. Can rent hangar to suit near Brisbane also. \$48,000ono. Call: Al mobile 0427330020 or alshort01@hotmail.com

2835 FLY SYNTHESIS TEXAN TOP CLASS 600



Manufactured December 2007, excellent condition, always hangared, TT 600 Hrs, 2000 TBO, Rotax 912ULS 100HP, cruise 110/115 knots, 100 litres fuel (2 x 50 litre wing tanks), L4 maintained, strengthened main undercarriage (heavy duty), ballistic parachute, wing & tail strobe plus nav light, blue tinted canopy, carby heat, cabin heating, electric trim on stick, 2 x noise cancelling headsets, cabin key lock, canopy cover, Garmin SL40 comm, Garmin GTX327 transponder, Trutrak ADI 3, Trio Avionics 2 Axis autopilot coupled to Garmin 695 GPS, toe brakes, new tyres, wheel fairings. \$123,500 Ph: 0400 888 362

2837 BREEZY 19-906



Built 1994, 420 hours total time. Ground up rebuild finished mid 2011. Comprehensive receipts for \$37K of work and new equipment. Engine Rolls Royce 0200 - 100HP with 1680 hours to run. This is a sweet aircraft in like new condition, you can expect years of trouble free economical fun flying. \$50,000. PH. John 0418 727 575

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, BEAUTIFUL BIRD. \$27,000 the lot neg. Phone Nigel 03 6383 9452 (Tasmania)

2859 KT76A TANSPOUNDER

With mounting tray and an A30-2 altitude encoder. Both items were working at time of removable, aerial not included, some wiring for encoder to transponder. Removed to fit an efis & nav/com in my RV4. \$680. Ph: Ray 0428 409 107.

2860 SKYFOX GAZELLE 4685



This Gazelle has new fabric on wings aluminum aileron hangers, full cockpit instruments bolly 3 bladed prop, leather seat, new paint and decals all mechanical history \$34000 including purpose built trailer. Based in Rowville Vic. Email John: jfwig@netspace.net.au or 0417 032 528.

2861 COLYAEER 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 1,100 in service. Has just had a 0 hour factory reconditioned engine fitted. 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.

2874 SAVANNAH FOR SALE



Original slat wing. True STOL performance. 26 knot stall. 290 hours airframe & engine - last 240 on premium 98 octane MOGAS LAME maintained Always hanger stored Good condition COMMANT antenna XCOM radio/intercom Fuelflow meter Warp Drive propellor Rotax 912 ULS 100 hp engine. Asking \$58,000. Contact: 0417 141 542 or email kym_trewin@hotmail.com

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2881 SAVANNAH VG



Owner built 2006 model with 125 total flying hours. 100 HP Rotax 912 uls, Kiev Prop, X Com Radio. Extras include flaps and turn & bank. Interior fully carpeted. Always hangared in Lismore, NSW. Reason for sale - building new aircraft. Immaculate condition. \$55,000. Ph: 02 6687 7014 or email cezambelli@bigpond.com.

2886 XAIR



2.2 Jabiru motor. 400 hrs. Electric carby heat. Patroney prop. Wide entry doors. Aircraft has been well maintained & regularly serviced. Motor has just had a top end overhaul. Ultralam Skins replaced 3yrs ago. Reliable fun plane. Cruise at 70kts burning 14 ltr/hr. Hangared at Warnervale. \$23,500. Sheree 02 4390 0005 / 0408 680 543.

2889 FOXBAT A22LS



24-7229, manufactured 2009, 140 hrs. Rotax 912, Microair transponder and radio, GNE UHF, strobes. Set up for BRS, but no shute. Y stick, heater, oil thermostat, Zulu and DC headsets, Avmap GPSSoft-lined fuselage cover. Reg. til Oct. 2012. Always hangared. Located Cooma NSW. \$100,000. Ph Peter: 02 6458 5271.

2891 JABIRU J160-C

Factory built. Dual radios, transponder, Garmin colour GPS & E.L.B. 780hrs TT with recent top overhaul and 100 hrly by LAME. Service every 25hrs by L2. \$56,000 o.n.o. Ph: 0412 857 107

2892 JABIRU SP470



Hangared at Strathalbyn S.A. <650 hours TTIS. Solid lifter 2200 engine. 85 litre tank. Lamb's wool seat covers. Icom A-200 radio/intercom, Garmin GPS, GME MT4106 beacon, Garmin GTX327 transponder, two headsets (pilot's with ANR). Wheel spats. L2 maintained. \$43,000 neg. Phone John (08)8388 4572 or 0417 402 926. Suit private syndicate ownership.

2896 JABIRU

Jabiru liquid cooled heads. New valves inserted, radiator manifold. All there and ready to install. Cost over \$7,000 sell \$6,000. Ph: 08 8682 6551 or 0428 826 551

2897 ZODIAC 601XL-B



Jabiru 3300 TT AF and ENG 115 hours. Recently upgraded. Beautifully built aircraft with superb looks and handling. Full glass cockpit Dynon D100 D120 and Avmap IV. Microair transponder and VHF radio. Suit new buyer. Reluctant sale. Visit www.jodaplanes.com for all build and flying photos. \$75,000 ono. Contact Dave 0407 008 896 email davidg@fnoc.com.au

2898 JABIRU J160C



Factory built 2007. Reg 24-4926 Aircraft and engine 250TT. Dual microair radio and microair transponder. Garmin Aera GPS. Beautiful condition, well looked after and always hangared. \$64,000. ph Jon on 0438 634 411 or email jc4487@gmail.com

2899 RANS S17 STINGER KIT



TT 16 hours ex USA - needs assembly, single seat high wing aircraft kit with as new Rotax 503 DCDI engine, all instruments and ready to go, trailerable but no trailer. Not registered. Located Brisbane asking \$11,000. Photo of completed Stinger. Rick 0431 914 652.

2900 LIGHTWING GR 582 25-0155



Factory built, always hangared. Blue head oil-injected 582, Large bush tyres, UHF & VHF radio. Bolly prop. Looks great & flies true. Located Gippsland. \$27,000 ph 043 812 5079

2902 TECNAM P92 ECHO SUPER

TTIS 65 hours. Long range tanks, Garmin 196, icom radio, UHF, fuel flow meter, G meter. As new. \$120,000. Call Steve 03 5385 7216.

2905 MAGGIE S/R 2



19-7617 Single seat all metal aircraft designed by builder. Fitted with 1835 VW, electric start, 34 hours. Located at Gatton SE QLD. Price \$16,250.00 both age and especially finances reason for sale. Must sell. For full details contact on email don.mellow@optusnet.com.au. Ph: 07 32818 449. MOB 0419 797 265.

2910 SABRE RVX



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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

2913 THRUSTER T500



25.0808. TT 927hrs, new crankshaft etc at 571hrs. UHF & VHF Radios fully optioned. 10ply mains. New heavy duty tail wheel. Skins 99%. Excellent condition. Located Mildura area. \$16,000. Phone Ross 0418502270

2914 J 160 REGO 19-4540



\$58,000. Recon Engine 0 hrs hangared in Bundaberg. Standard features + extras, always hangared.. Dynon EFIS-D10A. Avionics. 2 x Icon radios, Transponder, Cargo door, Sensenich prop Covers. Further details Phone Rod @ Adels Grove 07 4748 5502

2918 SIERRA 100



Immaculate condition, always hangared, no accidents.Late model 2.2 Jabiru all upgrades done.

Ballistic parachute, Icom radio, Garman 196, vsi, alt, asi, cht, verticle card compass, turn-co-ord, oil temp, oil press.,electric fuel pump, hr-mtr. Making way for new project. \$33,500.00 Sacrifice!!! Call Peter 0409 505 393 email able2@bigpond.net.au

2919 TECNAM P92



Echo Super 2008 Mod. Rego 24-5420 430 hrs TTIS. Excellent Condition. Always Hangared. No accidents. Garmin 296 GPS, Transponder, UHF, siren, 6x600 main wheels. \$87,000 plus GST. Selling as new aircraft has been purchased. PH: 07 4984 4578

2921 JABIRU J120



24-5485 07 factory built 400 hours tt air frame & eng, standard panel + vsi, 296 garmin, cabin heat, spare prop, new tyres, cruise 100 + kt @ 14 lt/hr. always hangared,only flown by two experienced pilots, excellent condition \$ 49,000 gst inc. Ph: 0428 954 262 or 0408 504 531

2922 STREAK 3

2008 model, T2-6102 (red) with GRS parachute, training bars, chatterbox intercom, vertex radio and headsets, prop net and mud flap. TT 595hrs, \$39,000 ono. Always in hangar. Ring 0415 530 939 or email: lgdiscala@bigpond.com

2924 ROTAX 912ULS

#5647345 Jan 2007 (approx) 2000 hrs VDO TBO, 1770 hrs VDO current TTIS. Basicly firewall forward. Fresh 200hrly. Great engine, still in service (VH-CZP), fly it before you buy! Perfect for the owner built flying machine. \$9,500 ono (incl GST) Sydney, ph 0402 537 624.

2926 JABIRU SP-6 19-3627

Jabiru 3300 engine [solid lifters] 781 hours total time. Lowrance 2000 color Gps 5". Reg till 12/12. Level 2 maintained. Microair radio/intercom, 2 Blackhawk Headsets, ASI, ALT, RPM, Electric Turn Co-ordinator, Oil Press , Oil Temp, VSI, CHT, Volts, Elec Fuel Pump, Compass, outside temp gauge, Throttle lock, Spats x 3, 85lt Fuel Tank, Aircraft Covers, external power supply. A lot of hours were added to the build to make the door fit and fairings better than Jabiru, professionally painted 2 pack, Cruise 115 kts 19 lt hr. Asking \$47500 . Ararat/ Geelong area. Ph. Doug 0352552971 or 0409084589. dpark221@gmail.com

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.

2935 J 170D. 24-7935



Factory built Aug 2011. TT 105 hrs. Excellent Cond. Dynon D10A. Area 500 GPS. AP74 Auto pilot connected to D10A and GPS. Fuel Flow Computer. This is a serious cross country aircraft. \$75,000. Priced to sell. Contact Larry on 0409600361 or email for more pictures or info at larry5843@gmail.com

2936 ROTAX 912 ULS

822 hrs ttl time. Lame maintained . Complete log books supplied. \$12000 Also variety of Sportstar Spare parts. Ph: David McTernan. 0429 853 197

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2937 CHINOOK 10-0114



Excellent condition. TTIS 500 hrs. Rotax 277, 10 hours since major OH. New ASAP Plus 2 wings and tailplane, full length flaperons. Strobe and standard instruments. With trailer. Always hangered and covered. Great first plane, easy to fly and land. \$8,200. Located WA. Phone Ed 0409 201 049 or ed.trindall@gmail.com.au

2938 PEGASUS QUANTUM 912 Q2



32-4264 Good condition 460 hours TT. Helmets (x3), Headsets, Intercom A22 ICOM radio, GPS, fuel flow and all instruments. New propellor, new upper and lower rigging wires and base bar, always hangered. Just done

full 100 hourly service with Rotax specialist. Registered Trailer to suit trike + wing. Full maintenance records and history + Log Books + Manuals + Wing Bag + some consumables. \$32,000. Ph.0427 963 066 or (07) 4661 4742.

2939 SAVANNAH



101 hours, built 2006, always hangered, Rotax 100HP, professionally maintained. Bolly prop,V.G.'s fitted, standard gauges, dipstick access, Garmin SL 40 radio, Garmin 296 GPS. Brakes fitted both sides. \$52,500. Call 08 8536 3101 or losdos@optusnet.com.au

2940 SKYRANGER



First registered January 2007. 130 hrs total time. 912 rotax. Full glass panel include dynon EFIS and EMS. SL 40 VHF, Transponder, Avmap Gps. Nil accident always hangered. \$58,000. Ph 0414 450 015.

2941 HANGAR



Approx. 60 x 40 ft. features concrete floor, lighting and security system. Some workbenches and extinguishers included. Located at Shepparton Aerodrome. \$85,000 ono. Ph 0438 703 706 or 0439 377 463 for details or photos.

2942 TL 2000 CARBON STING



680 hrs,always hangered, 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.

2943 JABIRU J430



VH Reg CZF. Auto-pilot, 2 GPS's, Alt Hold, digital Panel inc Dynon EFIS, Elec DG, back-up ASI & Alt, dual Comms, Trspdr, KR87 ADF, 6 Cyl CHT & EGT monitoring 296 garmin GPS. This J 430 cost over \$115,000 to build including instruments. Comes with prop cover, plane cover, tie downs, epirb, 3x headsets, new tyres, serviced eight hrs ago, just had condition report done. Only 178 hours. \$65,000.. contact Andrew on 0439 079 998

2944 ZENITH 701



2001.TT 500hrs Approx . Rotax 012. Big wheels, always hangered. \$35,000. Tel. 02 6947 2540. MOB. 0429 445 379.

2945 JABIRU 230



24-4783. Factory built. Excellent condition, always hangered. Serviced every 20hrs. Phone John on 0418 729 184. \$68,000 includes GST.

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 hangered, \$50,000. Contact Stewart on 0427 024 969 or email zephyr01a@bigpond.com

2947 SKYFOX - CA22



TT: 1150hrs. Engine:912 80HP. Level 2 maintained to GA standard. Comes with trailer. Fresh Annual with maintenance release. Always hangered, has HF radio and transponder. All AD's are up to date.\$35,000. Located in VIC - contact Mal Mathers 0418546511

2948 PROTEC PT 2



19-3145- \$39,000. South Coast NSW. Phone 0428 406 940. Airframe 149 hours.Engine 80 hp. Rotax 1,145 hrs 100 Lt tank 6-hour endurance. Cruise 75 knot at 75% power. 2 seats side by side. Full aluminium folding wings 10 min to rig. 3 bladed warp drive ground adjustable composite prop. Garman GPS 55. Engine fully refurbished. New items: battery, Xcom radio, bush tyres 440mm OD, bracket, aerial, altitude encoder fitted to suit Garman GTX 327 transponder. Good ground performer. Can fly without doors. Can be registered VH. 5.8M registered galvanised trailer.

2949 X-SERIES OUTBACK



Rotax 582 Two Stroke 65HP,Tundra tires, Streak 2B Wing, 394 hrs, always hangered, with Incomplete trailer and hanger trolley, \$22000 or near offer, Yinnar Sth Vic.Contact Rick on 0412 186 031.

2950 WANTED

Aircraft instruments, electronic, black face. 2 x 3 1/8" VSI 1 x 3 1/8" Altimeter. 2 x 2 1/4" Tachometer. Also need various electronic 2" engine gauges. Must be in good working condition. Contact Chris on 0419 486 125 or chrisstewart6@gmail.com

2951 MOTOR GLIDER



2 place rotax 912 with 800 hours. for sale for \$1.3 million (includes a farm resort 3.5 hours with landing facilities near Mudgee/Bathurst). Made by Pipistrel. Will separate. Call or write for details: adshedsyd@hotmail.com 0413 963 438. Very thirsty plane about 6 litres per hour.

2952 SAPPHIRE LSA MK11



19-3682. 2002 model, 286hrs TT. Flaps, Rotax 503, Microair Radio and comes with fully enclosed trailer. Available for viewing and test fly at Tyabb (Vic). \$15,000 ono. Contact Roger 0427 779 816 or rogerval27@bigpond.com

2953 2004 EVEKTOR SPORTSTAR



Reg 24 4399 certified for 12000 hrs TT 3300Hrs, Rotax 912ULS TT 920 hrs. Three blade wood comp prop. Standard instrument pack plus Bendix radio, Transponder mode A and C, Tru track GPS and horizon. Always hangared, level 2 maintained. \$65,000. John 0412 965 407.

2954 WANTED

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2955 X.AIR. 3194

Rotax 503 engine, 390 hrs T.T. E/AF STD instruments. Radio Landing Light, 3 Blade Brolga Prop. 60KT stall. Nil accidents. Looks good, flies great. \$17,000. Ph: 03 5382 4766 Horsham Vic.

2956 SAVANNAH XL



24-7377 New 08-01-2010. 212 hrs. L2 maintained. Log books. 912 Rotax, standard instruments, Xcom radio, Bolly 3 blade propellor, electric flaps and trim, twin sticks and brakes. Safety door latches, strengthened front axle. 144 lts fuel, Tundra tyres. Always hangared. \$68,000. Ph: 02 6543 7342.

2957 SONEX



Aerovee 80HP. Microair Radio. Cruise 100kts. Garmin 196 GPS. TT 100 hrs. \$49,000 OBO Phone 0412 537 730

2958 SHARE IN FLY SYNTHESIS TEXAN 600



Quarter share in a Texan 600 at Tyabb Vic. Manufactured December 2007, excellent condition, always hangared, TT600 Hrs, 2000 TBO, Rotax 912ULS 100HP, cruise 110/115 knots, 100 litres fuel (2 x 50 litre wing tanks), L4 maintained, ballistic parachute, wing & tail strobe plus nav light, blue tinted canopy, carby heat, cabin heating, electric trim on stick, 2 x noise cancelling headsets, cabin key lock, canopy cover, Garmin SL40 comm, Garmin GTX327 transponder, Trutrak ADI 3, Trio Avionics 2 Axis autopilot coupled to Garmin 695 GPS, toe brakes, new tyres. Active syndicate. \$27,500. Ph: 0417 371 871.

2959 FLYING HOLIDAY

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2960 JABIRU



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2961 SOLITAIRE J3

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2962 JABIRU 160C



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2963 AVGAS FUEL TANK



self banded 5,000 Litres. High volume, 12 volt Solar Powered certified pump. Tank 12 months old & built to licensing standards. \$12,500-00 ONO. PH-08-8767 2145 0408 813 501.

2964 KARASPORT

with Rotax 447.Reg. No 109. Has been standing for 8 months as I have moved overseas hence low Price \$Au 8,800.00 Or better offer.Trailer included. Flies like Cub. Email: fulenfan@gmail.com Phone: 0415 905 809 W Australia.

2965 CESSNA 162 SKYCATCHER



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Flight instructor's forum

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Praise vs criticism



I HAVE recently been reading articles by Carol Dweck, a psychologist in the USA. She postulates that praise can be harmful to the learning process and can have an effect on our success in life. I have seen this acted out in the flying school too.

I once employed two flight instructors. Jimmy was a truly nice bloke. He spoke with a soft voice and rarely lost his cool. Edgar was just the opposite. He was dogmatic and argumentative and seemed to have a perpetual grudge about things.

The students loved Jimmy. He was always praising them for their flying prowess - "That's great, you are a natural" and if they were falling behind with their studies he would say things like, "never mind, you will catch up" and then take them on their next flying lesson. When I flew check flights with his students, it was evident that they were falling behind and not making normal progress. Some of his students stated that, although they enjoyed flying with Jimmy, they would prefer to fly with a different instructor.

Edgar, on the other hand, was disliked by his students. They would complain to me that his manner was too abrupt and that sometimes he would hit them across the knuckles with the dipstick. However, when I flew check flights with his students, I found they were making good progress. Even though I counselled Edgar, his behaviour did not change and, because some students refused to fly with him, he was becoming a liability, so I had no choice but to let him go.

Professor Dweck's research would indicate that students can form one of two mindsets; one is a fixed mindset and two is a growth mindset. Fixed mindset students believe their innate abilities are fixed and that their performance cannot be improved in spite of their efforts. Growth mindset stu-

dents believe working harder will improve their performance. The professor sees that praise given inappropriately to the fixed mindset student does not encourage them to work harder. In fact, it only confirms that their efforts are sufficient to see them through. If that student is praised for effort rather than ability, it can change their mindset and result in an improvement in their performance.

Inappropriate praise given to the growth mindset student can have a negative effect



too. The student can be led to believe that their performance is adequate and that working harder will not be required.

As flight instructors we should think of how we offer praise.

Jimmy, the instructor, could have improved his technique by offering praise to encourage the student to work harder.

Instead of saying "That's great, you are a natural," he could have said "Good effort! I

like the work that you are putting in to it." Of course praise like this can be enhanced by a thoughtful critique of the performance.

Sir Winston Churchill recalled, "I have derived continued benefit from criticism at all periods of my life, and, I do not remember any time when I was short of it".

The FAA Aviation Instructor's Handbook states 'No skill is more important... than the ability to analyse, appraise, and judge student performance' and 'The student .. looks to the instructor for guidance, appraisal, as well as suggestions for improvement and encouragement. This feedback ...

Is called a critique'.

That statement implies praise should be part of the critique.

There is no doubt praise will give the student a warm fuzzy, whereas a critique has to be handled with some skill or the student may not find it acceptable. The flight instructor should be careful to critique the performance and not the student.

For example, "Student Bloggs, were you asleep during the briefing? That turn was terrible..." would be better expressed, "Now Student Bloggs, remember that during the briefing we mentioned about overbanking- just try it again and be aware of the overbank tendency."

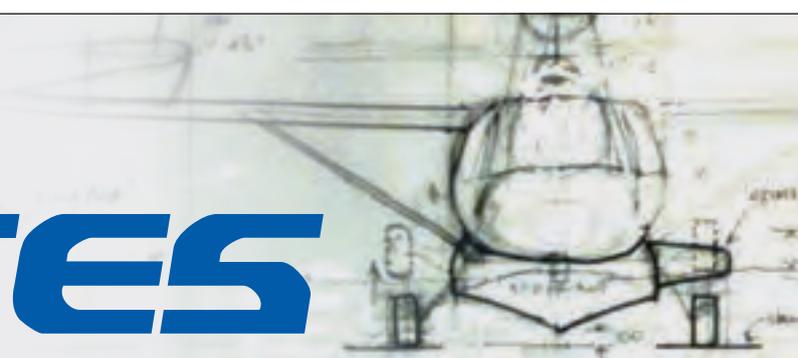
Provided a critique is honest, sincere and objective and the instructor demeanour calm and authoritative, it should be accepted by the student without rancour.

To summarise: Praise should be given but couched in terms which encourages continued effort and criticism should be such that it is acceptable to the student.

The 19th century German philosopher, F. Nietzsche, wrote: "That which does not destroy me makes me stronger".

References: Mindset-The New Psychology of Success - Carol Dweck (2006), and Aviation Instructor's Handbook FAA-H-8083-9 (1999)

PILOT NOTES



AAK Hornet

Engine: Rotax 912.

Pilot experience: 2092 hrs, 40 on type.

THE aircraft was descending prior to landing when the engine stopped. The pilot carried out a forced landing into some low ground cover but the aircraft struck several large rocks which were hidden by the vegetation.

The undercarriage was torn off on impact and the fuselage and wings also sustained damage. The engine failure was caused by fuel starvation due to insufficient fuel remaining in the tank.

Tecnam Echo

Engine and airframe: 350 hrs ttis.

WHILE in the circuit the pilot noticed a small amount of smoke in the cabin. A short approach and landing was carried out without further incident and an inspection indicated that the exhaust pipe had failed and that part of it was missing. This allowed hot gases to impinge on a plastic drain tube, which melted and produced the smoke.

The piece of broken exhaust pipe was subsequently found on the runway.

Jabiru J160 D

Engine: Jabiru 2200B, 914 hrs ttis.

AT approximately 400' on take-off the engine began to run roughly. An immediate landing was carried out on another runway and the engine was shut down.

Inspection revealed that there was a large crack in the LHS rear cylinder.

Evektor Sportstar

Conditions: Moderate winds.

Pilot experience: 87 hrs, all on type.

THE aircraft was rolling on the runway just prior to lift off when it was caught by a wind gust. The right wingtip struck the runway and the aircraft ran off the tarmac and came to rest in a drainage ditch, sustaining major damage in the process.

None of the crew was injured but the aircraft was destroyed.

Aerochute Dual

Pilot experience: 92 hrs, all on type.

UPON start up the breeze picked up the parachute and lifted the aircraft on one side. A member of the ground crew, unnoticed by the pilot, tried to steady the aircraft and made contact with the propeller, sustaining injuries to the thumb and fingers of one hand.

The pilot, unaware of the incident, took off and completed the flight. He was told of the accident on landing and that the crew member had been transported to hospital by air ambulance.

Storm Century LSA

Conditions: Light wind nil turbulence.

Pilot experience: 79 hrs, 3 on type.

THE aircraft was observed to make a normal approach. It then touched down heavily and the nose wheel struck the runway with enough force to damage the support strut on the gear leg.

Zenair 601 HDS

Engine: Subaru EA81, 110 hrs ttis.

WHILE in cruise the engine slowly lost revs over a 20 to 30 second period and subsequently failed altogether.

The engine was checked on the ground immediately after landing and later at a maintenance facility but no reason for the power loss could be established.

Tecnam P92 Super Echo

Airframe: 346 hrs ttis.

AFTER landing the pilot applied brakes but was unable to slow the aircraft sufficiently. He elected to ground loop the aircraft before it impacted trees at the end of the runway and it rolled over and came to rest inverted.

The pilot suffered minor cuts and scratches while the passenger was uninjured.

The aircraft sustained major damage to its wings and nose gear.

EDRA Super Petrel

DURING the take-off from water the aircraft encountered heavy waves from the wakes of nearby pleasure craft. As a result of the impact with the waves the lower left wing sustained fabric damage and other damage to the tip, apparently from a floating object.

The take-off was aborted and the aircraft was towed to the boat ramp with no injury to the crew.



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2012 RA-AUS BOARD ELECTION

Please note the election is for half the members of the Board, each Board Member having a two-year term. The Board elections called this year are for Group A which consists of:

- One (No.2) representative for South Queensland
- Two (No.1 & No. 3) representatives for New South Wales
- One (No.2) representative for Victoria
- One representative for Tasmania
- One representative for Northern Territory
- One representative for North Queensland

Board Members (term expires at the RA-Aus 2012 Annual General Meeting)

South Queensland Nick Sigley
New South Wales Paul Middleton
New South Wales Michael Apps
Victoria Rod Birrell
Northern Territory Vacant
North Queensland Steve Runciman
Tasmania Eugene Reid

BOARD MEMBER DUTY STATEMENT

Notice under Rule 20 (vi) of the Recreational Aviation Australia Inc. Constitution and rules.

BY- LAW No. 10

1. Represent the Members of RA-Aus as a whole and the Members of the Region specifically.
2. Actively promote and encourage the ultralight movement through liaison with government and other organisations in the Region, on behalf of RA-Aus.
3. Attend all Board meetings or arrange alternate delegate or proxy.
4. Perform all tasks and duties agreed by the Board, as far as possible within the Member's power.
5. Delegate tasks as required but remain responsible for all actions and decisions of delegates.
6. Action matters as directed by the Board.
7. Carry out all duties described in the Constitution & Rules.
8. Forward reports on all matters of relevance to the RA-Aus Office in a timely manner.

Extracts from the RA-Aus Constitution and Rules

13. Election of Board Members.

i. The Board shall be elected by the membership on a one Member - one vote system.

ii. The Members of each region with Representative(s) in:

a. Group A (Appendix B) shall elect their Board Representative(s) prior to the annual general meeting of the Association in each even numbered year. The names of the Members elected shall be forwarded to the Executive Director prior to the annual general meeting of that year and the results of the elections shall be announced at the beginning of that annual general meeting. The Members so elected shall hold office from the beginning of the annual general meeting at which their election is announced, until the beginning of the annual general meeting of the Association following the group elections pertaining to Group A.

b. Group B (Appendix B) shall elect their Board Representative(s) prior to the annual general meeting of the Association in each odd numbered year. The names of the Members elected shall be forwarded to the Executive Director prior to the annual general meeting of that year and the results of the elections shall be announced at the beginning of that annual general meeting. The Members so elected shall hold office from the beginning of the annual general meeting at which their election was announced, until the beginning of the annual general meeting of the Association following the group elections pertaining to Group B.

Regional Definitions	Representatives
North Queensland (North of latitude 22° S)	1
South Queensland (South of latitude 22° S)	3
New South Wales	3
Victoria	2
Tasmania	1
South Australia	1
Western Australia	1
Northern Territory	1

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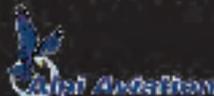
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RECREATIONAL AVIATION AUSTRALIA INC.

BOARD ELECTIONS 2012

NOMINATION FOR BOARD MEMBER

FORREGION

NOMINATIONS CLOSE - 4.00 PM EST FRIDAY 25 MAY 2012

Under the constitution and Rules of the Association the members of each Region shall elect Board Member(s) in accordance with Rule 13

Proposer:

I nominate.....RA-Aus Membership No.....
for election as Board Member representing the Region detailed above

Proposer.....RA-Aus Membership No.....
(Printed name & signature)

Secunder.....RA-Aus Membership No.....
(Printed name & signature)

Candidate:

I consent to this nomination for the position of Board Member of Recreational Aviation Australia Inc.

Candidate's Signature.....Date: / /2012

Candidate's Electoral Statement: Please read the statement conditions in By-Law 4

Notes:

- 1. In accordance with by-law 4 a member standing for office must state their commercial interests and involvement in the recreational aviation industry for the information of voters.

BY-LAW 4: Election Statements by Candidates

Candidates for positions as Board Members of Recreational Aviation Australia Inc. shall be entitled to submit an election statement of their own choice for insertion in the Recreational Aviation Inc. magazine (Sport Pilot) at no cost to the candidate.

The statement must be prepared in black ink on one side only of one sheet, of white A4 size paper at the candidate's own cost, and shall be forwarded with the candidate's nomination paper to the Association's office prior to the nomination close at 4pm EST 25 May 2012.

The statement must include a statement of all positions of income, remuneration or honorarium in an organisation with aviation related interests. Such organisations shall include those of sole trader, partnership, unincorporated association, incorporated association or limited liability company. After close of nominations, all statements received shall be printed in the Recreational Aviation magazine (SportPilot) in alphabetical order by surname in each position nominated for.

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FK9 -A \$ 97,000



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FK14B -A \$ 116,000



Children of Natfly

IT was delightful to see so many children at Natfly this year. Popular with Natfly's Nippers was the aerobatic display, the ice cream van and the camping. Note to the Natfly

2013 organising committee: Our future pilots will return in droves next year, especially if you can be persuaded to put on a bouncing castle and a face painter!



"We will NOT follow you" declare the children of Natfly to the Follow Me Bike aka Pied Piper of Temora



Nic Horan, 12, earned \$100 a day as Natfly's cutest rubbish removalist



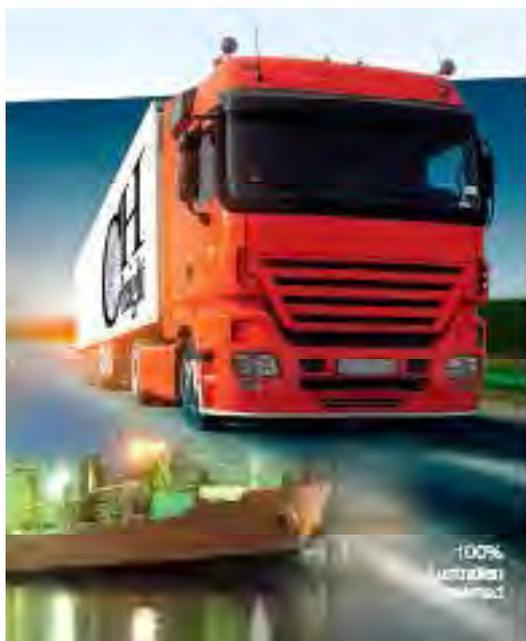
Rhiannon, 5, and Mozart the dog, from Capel, WA, take a break at Natfly on their round Australia caravan trip



Kassie and Alex of Canberra - now landowners at Temora, after their parents bought a block at the airport over the weekend.



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



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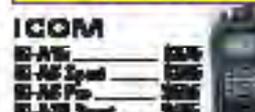
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