

SPORT

FOR
RECREATIONAL
PILOTS JULY 2012 VOL 14 (7)

PILOT



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Something
different this
way comes

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NSW/ACT board elections
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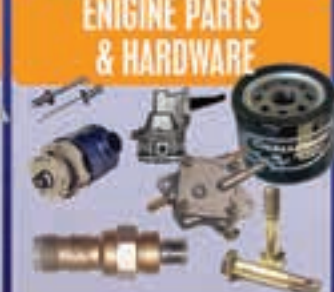
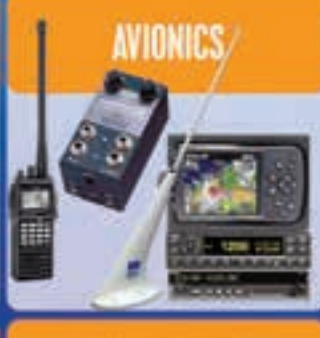
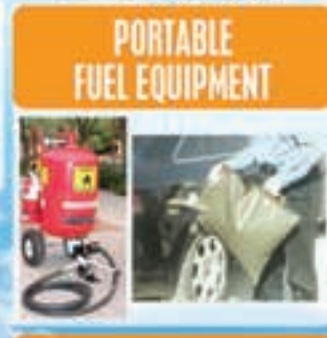
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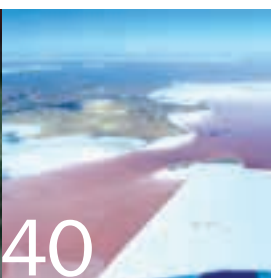
I like to be a little different from everyone else

Cover story

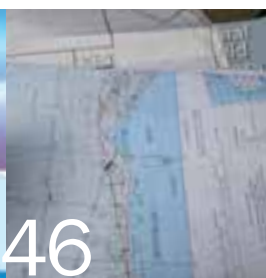
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President's Report

STEVE RUNCIMAN



LAST month I reported there had been a number of issues with aircraft registration and the documentation held within the files. I am pleased to say that the team has almost completed this mammoth task and will soon be sending notifications to owners to supply the required documentation. For most owners it will be a simple case of providing a copy of some documentation to the Tech Manager. For others, however, this process has had more serious consequences, such as grounding their aircraft. All owners affected this way have been informed, we are taking every step possible to resolve the issues and we are working closely with other agencies to ensure the best possible outcome.

I am pleased to say that the issue with insurance, highlighted in last month's article, has been resolved and we have renewed the policy with only slight amendments to the cover. I would just like to confirm this insurance is nothing to do with the member's liability insurance or PAX cover, which is still in place.

You will see in this magazine some results of the election (some positions being uncontested) and the names of the three individuals who have volunteered to represent NSW/ACT members. The necessary paperwork to allow you to vote is included in the magazine, so please take your time to read the instructions and ensure you get your vote to the office in plenty of time. You were informed of two resignations in last month's magazine and, to keep

the main election and the by-election separate to avoid confusion, the call for nominations for the two seats on the by-election (NSW/ACT and Vic) will be included in the August edition of the magazine.

Could I remind you of the NATFLY survey which was included in last month's magazine and request you take a few minutes to complete it and send it in; it is important for us to get your feedback to ensure the event gets better each year. Planning for NATFLY 2013 is well underway and I am pleased to say the lead coordinator, Ed Herring, has already been successful in securing a Gold sponsor, a Silver sponsor and three Bronze sponsors. Well done Ed. The planning and preparation for the NORRA-Aus from 29 September to 1 October is also well underway under the leadership of Myles Breikreutz. The West Australia board member has also just submitted a proposal to hold an RA-Aus sponsored fly-in for his state and I have no doubt it will get the full backing of the board. The dates of the event are the same as NORRA-Aus, 29 September to 1 October and the name of the event is 'WESTFLY'. All pilots in the West should look out for more details in the near future and be sure to put the dates in your diary.

I don't know about you, but I continue to be amazed at the innovation in aviation. You only have to look at last month's magazine to see examples of this. There is a letter to the editor titled 'Flying cars landing soon' which

mentions the Cartercopter, a helicopter/fix wing and provides a website to visit. Also the Terrafugia, a flying car. The website link is also provided with more detail on the Terrafugia at the back of the magazine. If you have not already done so, I recommend you visit both websites and check these aircraft out. There is also an article on page 13 of the magazine titled 'A new toy for the boys' and features an aircraft that uses hydrofoils and skis integrated with the retractable landing gear. Why do I highlight these? Because I have absolutely no doubt that similar innovation goes on with members of RA-Aus and I am sure there are many ideas being drawn up and worked on. I remember the first time I went to NATFLY. I saw an aircraft which had been built by the owner, which was capable of taking a motorcycle in the back. I remember thinking how amazing it was and how clever were the two individuals responsible for it. I am also amazed at some of the self-build aircraft the members of RA-Aus have; the amount of work that goes into these aircraft is phenomenal. It is not just the aircraft, take a look at the 'socking great idea' article on page 20 - amazingly simple idea but extremely effective and I think every recreational pilot should have one in the car! Well done to all and keep the ideas coming.

As normal I would just like to finish by reminding people of the importance of checking, double checking and committing to remain safe while enjoying your passion for aviation. 🇺🇸

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calendar of events



Tumut Valley Fly-In

25 - 26 August

The Tumut Aero Club will once again hold its biggest annual event. The fly-in last year was the biggest weekend of flying ever held in Tumut with gyrocopters, ultralights, hot air balloons, trikes, Warbirds - plus a lot more. The Club is actively promoting recreational aviation in the community and the 2012 event is shaping up to be yet another fantastic social weekend of flying at the home of 'Flying for Fun'. For more details visit www.tumutaeroclub.org.au, email president@tumutaeroclub.org.au or phone Simon on 0428 472 349.



6th Catalina Festival Fly-In

3 November

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

Gathering of Eagles Watts Bridge

25 August

Fly-in for all aviators and aircraft types. Full catering. Avgas. Free admission. Contact John 0417 643 610 or Ron 0428 747 737. www.wattsbridge.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 Goyne (07) 4666 1676 or Graham Hawthorne 0427 377 603.



Picture: Brenna Matthews

McIntyre Aero Club annual Fly-In

8 - 9 September

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



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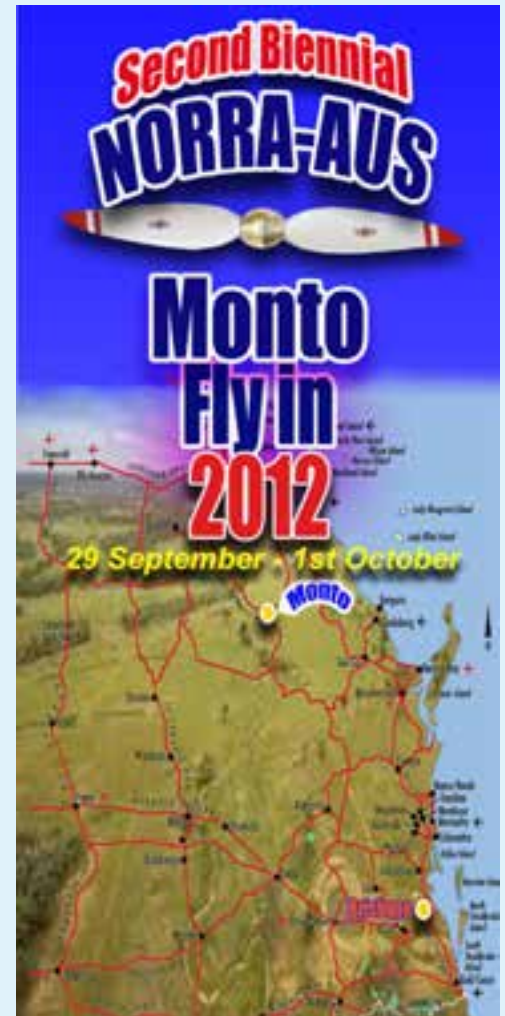
13 - 15 September

Narromine airport. All things that fly are invited to the first ever event in Australia which unifies our vibrant and diverse aviation organisations. Seminars, workshops, air displays, entertainment. Fly-in, camp on site. For more information www.ausfly.com.au

Inaugural RA-Aus WESTFLY

29 September - 1 October

At White Gum Farm (York WA). Trade and aircraft displays. Underwing camping and nearby accommodation. For more information visit www.westfly.com.au or contact Gavin 0413 956 489.



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

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



Another Cab Sav

We have just received our copy of Sport Pilot and were surprised to find another 'Cab Sav' and thought we should reply.

Ours was finished and registered first (19-7817) mind you! We started to build in October 2010 and finished in April 2011. Also with a smattering of Italian lessons from the builder's manual. Our 'Cab Sav' was also built by an aeronautical engineer (ex British aerospace).

Our name came from the carbon fiber instrument panel, following the theme of the Carbon Cub. Shortened, the name reflects our taste in wine, a good red that travels well. (We are about to travel around Australia, not quite in the usual grey nomad style.)

Our home and strip is Heathrow Lethbrooke Proserpine/Whitsunday coast. 20.32.8S,148.39.1E.

We are members of the Whitsunday Aero Club based at Proserpine airport and are happy to inform everyone that after many years of RA-Aus being excluded from the airport we are now welcomed by the new and forward thinking management.

We would like to invite Steve and the 'Y Cab Sav' to venture north and meet us and our 'Cab Sav'. It may be the start of a lasting friendship.

- Julie Hands and Ian Wells

Ed- What is it about pilots and red wine? Cheers!



Roll on electronic flight bag

Arthur Marcel's article on the use of GPS is the best you have published for a very long time. I have to say 'Amen' to it. I have been flying since 1963, and have amassed 1350 hours of VFR operation. I've done a lot of cross-country flying in that time. All of it was,

of course, done using dead-reckoning, sometimes supplemented by GPS; some was on full-reporting basis, which required full flight-plan discipline. That sort of thing makes sense when you're flying a Beech 35 at 140kts, because your potential ETA error at the

next reporting point is unlikely to exceed 2 minutes on a 30 minute leg. IFR conditions en-route are the main factor that disrupts a flight plan, in that kind of aeroplane.

A full formal flight plan with full wind accountability makes a lot less sense in a PA28-140 at 90kts. I find a time-scale to be the most useful tool for DR VFR flying at that sort of speed; I plan the basic tracks and time intervals, make a notional allowance for the forecast wind, and allow a sufficient fuel margin for some error (the minimum statutory reserve was 45 minutes in those days, and the Cherokee held 7 hours' fuel).

On departure, I set the heading to match the flight plan track, and note a reference point on the horizon. Any drift becomes evident quite quickly, and I lay-off for it, so my actual track makes for the reference point. I dial that heading into the DG and that's the cross-wind component covered. About 10 to 15 minutes along the track, I pick a reliable reference point on the ground, and adjust the timescale so it shows the actual time it took to reach that point; then I revise my ETA at the waypoint for the revised groundspeed (extremely easy to do with a timescale).

If I keep doing that I will always know exactly where I am - so long as I can read a map accurately. Of course, you have to put up with the aircraft rolling over every time you have to look at a different chart - and between WAC, VEC, terminal and radio frequency charts, plus the ERSA and restricted airspace handbook, you get plenty of practice at recovery from unusual attitudes. I converted the glove-box in the Chero-

kee into a set of map slots; up to 20 charts for a 500-mile cross-country. It's Neanderthal, and I do not want to have to keep doing that. Most recreational aircraft do not have sufficient cockpit real estate to allow it, anyway.

In a glider, it is quite impossible to do anything of the sort; one simply map-reads and follows the available lift. A GPS moving map would be a godsend. If it does malfunction, you're looking out the window anyway. In my limited experience, most GPS errors come from finger-trouble in entering waypoints; visual waypoint entry using a touch-screen is definitely the way to go. A moving map that displays the track is a vast improvement on a basic GPS that merely shows track error.

The slower the cruise speed, the less useful a flight plan is. Yes, you need to have studied where the restricted airspace is, what the weather promises by way of winds and VFR conditions; and make sure you start with an adequate reserve of both fuel and daylight; the best time to do that is the night before, with a NOTAM update after breakfast. If you're flying a touring motorglider sort of aircraft, there's a good chance fuel will not be the limiting factor; also they do not necessarily stop flying when the fuel runs out.

So the CASA hard line needs a fair bit more flexibility than appears to be on offer.

It will not be too long before the typical GA moving map will be able to accept GPS data from an affordable GPS receiver rated for ADSB-OUT - then CASA will have no grounds for its present stance. Roll on, the electronic flight bag.

- Dafydd Llewellyn

Regarding Let's Get Real

Well done Arthur Marcel (Why the Emperor has no clothes Sport Pilot June).

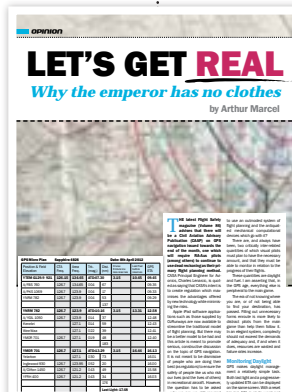
I agree with the points raised in your article and feel that a formal discussion of the use and misuse of GPS is long overdue.

Entry level flying has moved on since the Auster and the Chipmunk, but navigation training hasn't.

I'm sure others will have points to make and I would like to add my five cents worth here:

One of the first items crash investigators try to retrieve is the GPS because it has so much high quality data;

One often overflies airstrips not shown on the



chart, pressing the “mark” function creates an instant waypoint that can be reactivated as a “Go To” if needed, just like “Hansel and Gretel” with the breadcrumbs;

As we all know when DR navigating we establish a heading by lining up a distant landmark with the compass heading and flying towards it, verifying with landmarks from time to time. In featureless terrain the landmark is often a dark area on the ground which is usually a cloud shadow moving with the wind;

When arranging separation - if another pilot tells you he is 11.4 miles north of somewhere - this is a precise distance, so you know the information must have come from a GPS and there is a really good chance that he actually is 11.4 miles from where he nominates;

The amount of data available is enormous: traffic alert, airfield data, terrain elevation, actual elevation (a trigger that QNH may have changed), input to the autopilot, input to the EFIS facilitating wind speed and direction, cross wind component etc,etc,etc.

A GPS is much more than just navigation. I turn it on when only flying a single circuit because the data it provides makes flying more precise, more enjoyable and safer.

I would like to see a discussion but alas, I think the emperor wants to share his naked magnificence, which may be just as well given the unintended consequences of some of his previous fashion choices.

- Russell Pollock

Ed- Thanks to all who responded to Arthur's great article. As I noted in a related column, the authorities may have no choice but to change their views on GPS use, especially at our end of the aviation food chain. Because when a new technology so overwhelmingly better than the old is introduced, the users will force a change regardless of what the entrenched interests want. Horse sellers and saddle makers must have been full of warnings about the dangers of automobiles, but it didn't stop the rise of the car.

A note of explanation

In the June 2012 edition of Sport Pilot, President Steve Runciman wrote in his column that there were a number of issues following the CASA audit and there was also an issue with insurances. He suggested these matters had something to do with the decision by two Board Members to resign.

I originally campaigned to be elected because there were some things we wanted to do like ending board secrecy, improving financial planning and reporting, updating the RA-Aus website; and looking into the interactions between the staff and the Board.

During my eight months on the Board, we had some successes with the secrecy provi-

sion being deleted from the Board's Code of Conduct, improvements to the Board's and the member's financial reporting, moving the website development to a new supplier and commencing the next set of website improvements. We've had computers and telephone systems updated and initiated the Constitution Review Project.

Against this background, there were other issues which seriously concerned me including the following:

1. Aircraft registration errors, which caused considerable disruption to members and difficulties for RA-Aus. These errors persisted over a long period of time due, in my opinion, to a lack of robust management systems being in place;
2. The sudden grounding of Junior Flyers just before last Christmas, which although it resulted from some misunderstandings, was nevertheless in direct contravention of a formal Board Resolution;
3. Legal issues. The Board has faced very lengthy delays in being provided with critical legal advice regarding Junior Flyers and legal liability;
4. Insurance Issues. As the President said, obtaining insurance in aviation is not easy. Knowing this, it was very important that liability insurances should have been settled well before the expiry date.

Board Members are required to be sure that RA-Aus is being managed with due diligence and in the best interests of the members. For that to happen, there has to be a high degree of confidence and trust in the skills and diligence of the Board and the staff. However, the unwillingness of the majority of the Board to hold management accountable for decisions made meant I could no longer serve on this Board and, accordingly, I resigned on 11 May 2012. I have offered to continue to work for RA-Aus as an ordinary member volunteer but remain deeply concerned for the future of our Association.

- Don Ramsay, former board member

And another thing

I have read and analysed the latest RA-Aus magazine. I find it disturbing in relation to the organisation's stability. No one wants to commit to the real reasons as to why this is ongoing. Maybe there needs to be a “NRL” shakeup because everyone is hiding behind these disturbances.

I notice that the Tech Manager's report has ceased, and you say it will recommence. It was a valuable piece of information at times and should be reintroduced.

I also notice no profile on the new Tech Manager and his outlook for the future. He has had previous experience with RA-Aus I be-

lieve, but I may be wrong.

As far as editing the magazine and letters to the editor, I recall a letter I wrote was edited to reflect what RA-Aus wanted, therefore out of context to a point. Yet Dave King's mail was given in full, because it was RA-Aus supportive.

The NATFLY survey sheet, to me, was not up to standard and very unprofessional honing in on known minor problems at NATFLY. It should have been an open survey on anything and everything. It is to an extent, but very pointed and how much publicity would be given to certain aspects is unknown.

The tent that RA-Aus operated at NATFLY was also a disgrace including the lecture room next door.

I hope this email is read in the context of the reason it was written.

- Keith Baker

Ed- Keith, look in this edition for an introduction of the new Tech Manager. The reason it didn't run last month was that it narrowly missed the deadline. The board insists the magazine wait for no man (or woman) so it gets to the members as close to the first of the month as possible. As to how often the Tech Manager writes - in the old days the columnists sometimes filled pages and pages without saying anything important, so I made a rule that if a regular columnist hasn't really got anything to say this month, he or she doesn't have to write anything. I'd rather put in an interesting story instead. Re the editing of your letter. All letters are chosen and sub-edited by me, not the RA-Aus board, and letters are not selected on the basis of whether or not they support the board. The President and CEO are both very supportive of my free speech policy and don't try to influence my choice of letters, even if they are critical of the organisation. I always try and give every member a voice, regardless of what their opinion might be. The main editing I do is to turn some letters into english from gibberish and to tone down the more angry ranting of some who seem to think they have the right to slag anyone who disagrees with them.

Well done RFC

I just wanted to offer positive comment on the professional attitude and actions of the people of The Recreational Flying Company at the Watts Bridge Fly-in.

They were helpful and engaging, despite being aware that I was unable to give them my business. While carrying out their operations on Saturday, I saw that they had assistants (I know we all don't have the luxury) to ensure that the aircraft had a clear path and that the public remained clear of starting and taxiing aircraft. They also were one of the very few with the common decency to give a “clear prop”(or similar) callout before starting.

I felt that their professionalism should be noted. Perhaps some other pilots could also take note.

- **Mick Scott**

Another change in the air

Congratulations on another fine issue.

I am writing concerning the piece on Part 61 'A change in the air from Canberra'.

The last par states we won't be able to fly an RA-Aus registered aircraft on the proposed RPL rules unless we are a current RA-Aus member. Makes sense. However, my main issue is with the next line that states that 'if you fly a VH-registered aircraft under RPL rules, a LAME has to do all the maintenance' That is only partly true, as under 'Experimental' you are permitted to construct your own aircraft, as well as maintain it.

With the ever increasing costs, this category not only makes aircraft ownership affordable, but a heck of a lot more enjoyable.

- **Martin Hone**

Ed- Thanks Martin. Point taken.

Not such a perfect weekend

It saddened me to read the front cover on your latest mag (Sport Pilot May)

After the crash and the death of the two people who attended NATFLY, I wouldn't have gone with the front cover of the Sports Pilot with "A perfect Natfly weekend".

I guess calling it a perfect weekend all depends on who you are or if you made it home alive.

Just my two bobs worth.

- **Kevin SaVell**

Ed- Thanks Kevin. Point also taken. Our condolences to the families involved.

Why not look younger?

Seeing the "Natfly Magic" article in the latest Sport Pilot magazine, I noticed there were many people helping out. Events like these don't happen without the help put in by the community and organisers are always looking for extra help. But are they looking in the right place or age group? During the local Ironman event last week, many "teenagers" (13+) were marshalling the crossing points and on the aid stations.

These jobs have long hours, are great fun (I would know because I was one of them) and important for the safety of the ironmen.

Teenagers are always keen to learn and can take on jobs that adults can. Other jobs include umpiring and ticketing. So when planning an airshow or fly-in why not ask this age group? You won't be disappointed!

By Liam Waddill

Ed- Sign that boy up.

Support for Arthur

I am a female non-pilot who has been hanging around the aviation scene for 30 years. I have the greatest admiration for female pilots - as do all the blokes I know. However, it is a sad fact that the majority of females are not only uninterested in aviation, but are often overly fearful of flying in small aircraft. It seemed to me that 'How to avoid Aviation Induced Divorce Syndrome' was merely a light hearted reflection upon a situation that is genuinely sad for many men, who would prefer to be sharing their passion with their partner.

I have always found the mild-mannered author of the article to be nothing but respectful and do not feel that the article had any reflection upon those of us who have embraced the joys of flying.

- **Priscilla Smith**



Giving Evan some stick

Regarding: "Light aircraft controls" by Evan Hart (Sport Pilot May).

Stick, yolk, centre stick, side, dual or single? Thanks for a great thought provoking article, Evan.

Seems the first objective attempt I've seen to evaluate the eternal and most subjective view of which is best. I wonder if there's even more to it? As if everyone is going to agree.

Perhaps we are creatures of habit more than we think, even given the continuum of changes to which pilots must adapt over time. Having learned with dual stick and steam, it seems that's my comfort zone; a position from which I am now consciously training myself to depart (and into the scary realm of multi function glass and GPS).

If change is a healthy and inevitable fact for pilots then how can I disagree with Evan's analysis? That is, a centre stick is better on a high wing. Try getting into a low wing with a tight cabin and seat bases contoured around dual sticks - very tricky if you slip.

In terms of pilot demands and human factors, the instrument panel layout demands careful thought, especially regarding stick location. With the need for instrument adjustment and control access, hand crossovers should be minimised. Take, for example, the centre stick configuration with pilot left hand on throttle, right hand on stick. Right hand can more easily reach instruments on the passenger side, but it would seem better to use the left hand, given the lesser demand to maintain grip on the throttle (unless in landing/takeoff or demanding flying conditions). Does the plane have steam stand-by instruments, and where should they be if "glass" is primary?

So it's not straight forward, but human factors and logic should be the decision platform for instrument layout, given the stick location. New ambidextrous glass panel multifunction designs, minimisation of crossover, radio location, trim and flap controls are also paramount factors.

Maybe that great feeling "I really love this plane" or "I feel like I'm as one with this bird" has more to do with these critical issues than we first expect.

Trying to change gears with the door handle on an autobahn or wiping the windows when turning left in a BMW are real human factor issues on the ground. Smarter people still resist control standardisation. Personal preference, familiarisation, habit or logic? My guess you could write a PhD thesis on this.

- **Ed Francome**

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.)

Prenzlau International

GAVIN McGrath's life changed for the better when he met a lady by the name of Isabella. Matters became romantically serious and they soon began thinking about living under the one roof. But which roof would that be? They both owned property which required upkeep. Finally, they decided to look around for a new abode. Gavin saw a chance to fulfil his long-time dream of living next to his own airstrip. Isabella had other priorities, but eventually they compromised on a 3.4ha property alongside the Warrego Highway at Prenzlau, 50km west of Brisbane.

They are now the proud owners of a well-maintained, highset brick and tile house in Hermanns Road, with underneath double garage as well as machinery shed, pump shed and large dam (complete with floating jetty). Not only that, but there is a clear 400 metres of east to west, flat ground available for the perfect STOL airstrip. Gavin has already started preparing it.

With the 200 metres near the house, it was just a matter of cranking up his 52 inch cut, ride-on mower and turning the grass into runway. The other 200 metres of potential airstrip at the westerly end of the property require a relatively minor modification to the southerly side of the dam and a drain laid, but Gavin is already making enquiries about the most cost-efficient way to accomplish this. Once the two ends are joined, Gavin will have more than enough airstrip to safely operate his souped-up Zenith 701 into and out of his home. The best part about the strip is that it faces east west. Gavin says that 95% of the time, the sea breeze is directly down the strip.

Gavin and Isabella's property has two adjoining neighbours. Gavin thought he might possibly have some opposition to his airstrip plans, however, one neighbour doesn't care about it in the slightest and the other has already asked Gavin

if he can use the strip to operate the gyrocopter he intends to buy. Gavin also expected some opposition from the local council but believes that they could only object on the basis of noise, and that could hardly be a viable argument so close to the Warrego Highway.

Actually, the legal considerations of operating an aircraft out of a property zoned rural residential are interesting. Gavin believes Commonwealth aeronautical rules take precedence, and as long as he complies with these, there is not much the council can do about it, especially given that his neighbours are 100% behind him.

The property is right on the western edge of the Amberley CTR. Gavin is putting some thought into naming his new strip. He said that while "Prenzlau International" is perhaps a little tongue-in-cheek, it would certainly be an easy name to remember.

- Arthur Marcel

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Ausfly is going to be big

THE aviation community is gearing up for Ausfly in September - here's a sneak peak at what to expect:



Picture: Brenna Matthews

SEMINARS

- AOPA-CASA Safety seminar. Two sessions over Saturday and Sunday;
- OzRunways Master Class - learn to make the most of flying with OzRunways;
- Australian Warbirds; Engine Management 101 & Diagnostics;
- Pilot Maintenance – Schedule 8;
- So you want to Build your own Aircraft;
- Preparing for your C of A;
- GT Propellers Seminar;
- SAAA Maintenance Procedures Course (Wed & Thur)

WORKSHOPS

- Metal Aircraft Building;
- Composites Construction Techniques;
- Electrical & Avionics;
- AD ENG4 – How to and why;
- Professional Approach to 100hr/Annual

AIR DISPLAYS

- There will air displays on Saturday at 11:30 - 1pm and 4pm - 5:30pm;
- Aerobatics by Paul Bennet – Super Pitts;
- Aerobatics by Tony Blair – Rebel 300;
- Warbirds Display;
- Hawker Fury;
- Avenger;
- P51D Mustang;
- Wirraway;
- RC Aero display;
- RAAF – Roulettes (subject to approval);
- Wright Flyer (subject to weather and availability)

ENTERTAINMENT

- Stay tuned to hear more about the planned entertainment

JABIRU REUNION

- 2012 Convention Dinner - Book your tickets at the Ausfly website: <http://ausfly.com.au/>

Summit news

IN the late 1990s ASAP (Aircraft Sales And Parts) decided to develop a line of aluminium-framed powered parachutes. These were developed and manufactured in-house at ASAP. The Summit II obtained a German certification in 2005, which helped Summit towards compliance to ASTM standards.

In April 2006, the Summit II became the world's first SLSA powered parachute. In 2009 Summit moved the production of the Summit II to the US. In 2011 it received an Australian Certificate with a choice of five wings, including the advanced elliptical and the traditional box .

I flew my first Summit II in Australia and found it to be notably different to most other powered parachutes, partly due the sliding rudder pedal-like foot controls, the stability, the easy access and spacious seating position. I was surprised that the Summit offers lots of wing choices and that the take-off weight can be up to 432kgs, depending on which package you choose. The summit has ground steering so the user can drive the aircraft to designated take off point and it also has a ram suspension for smoother landing.

For the handy man or women at heart, there's a great deal of fun and enjoyment to be had selecting from among the options then building a powered parachute kit of your own. The less handy can always simply order one complete.

Something to look out for will be the world class Steel Breeze powered parachute, which is coming to Australia soon.

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A PUSH IN THE BACK

LEARNING TO FLY Dr Gerry Considine



In a continuing series of articles, new regular columnist, Dr Gerry Considine, recalls his journey towards his pilot's certificate. Like with many of us, it started in the bush.

BEFORE starting to detail my road to joining the RA-Aus rank and file, I thought I might explain who I am and what brought me to this point. I was born in Melbourne and grew up in the outer eastern suburbs of the same.

From a young age, my obsession was actually with trains... not aircraft! Thomas the Tank Engine, The Flying Scotsman and 3801 had all captured my imagination. However, as I progressed through primary school, I realised it was machines in the air which intrigued me more.

On family trips into the hills, we would pass Lilydale and Coldstream airfields and I would see little white planes nipping up and down. Any interstate trip on a commercial flight involved a mandatory visit to the flight deck. Like many, I was crazy about the peripheral aviation interests - Aircraft fact files, 1:48 scale models, Microsoft Flight Simulator and Computer Pilot magazine - yup, total geek.

And like most of us, there was a turning point.

On one trip to the cockpit, I remember asking the captain which Australian capital cities he would be visiting that day. After hearing him say in a monotone voice that it would be backwards and forwards between Melbourne and Adelaide all day, I had a realisation: my flying would be for fun, not as part of a job or career.

My grandfather, also a doctor, had always told me that I must live to work and not work to live. Gone then were the plans for ADFA, RAAF and a march towards commercial pilot-dom. At that point, medicine had also tweaked my interest and, after a long road, I found myself studying just that at Flinders University in Adelaide. During med school, I realised GP work was for me and, in particular, country practice. During my final year studies, I discovered that the small town in South Australia I was plan-



ning to go to for a placement had a small flying club. My heart raced. Perhaps this could be my first step in getting a licence? It lasted until I learned that the previous medical student had been called out to a plane crash at the

airstrip just two weeks earlier. Sigh.

After graduating and doing the obligatory hospital years, the time came for me to start rural GP training. So, after getting assigned two towns to visit for my first placement interview, the GP from the second town offered to pick me up from a faraway airport. "Do you own a plane?" I asked during the conversation. When the answer came back "Actually, I've got two", I knew we'd have to talk more.

Meeting Dr.Scott ended up being the catalyst (read: push in the back) I needed to begin on the journey towards becoming a pilot. I signed up with flight school in Port Pirie, SA that came highly recommended and blocked off some week-ends to get up into the clouds.

It has been nice to write all this down, thinking back to the start and what brought me here. I'd challenge all you reading this to think of when the very first inkling of flying popped into your head. What spurred you on to get your licence? What keeps you flying now? I hope that reading about some of my some of my experiences from trial introductory flight through to solo and beyond may re-ignite some memories of your own. So follow me on my journey to certificate - through all of the ups and downs (no pun inte... actually, you know what? Full pun intended. Dad jokes will be rife, better get used to it).

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How to feel like a celebrity

by Kreisha Ballantyne

RECENTLY, I was invited to Watts Bridge for the annual fly-in. Stuck as I am in the basin of Sydney, where very little happens in terms of av-events, I was strapped in and ready to go before you could say 'sausage sizzle'. Having spent the morning in the charming and educational company of the Caboolture Gliding Club - spinning and looping with instructor extraordinaire, Peter John - I was hyped up and ready to visit one of SE Queensland's favourite fly-ins.

As the guest of David Brown, vice president of the SAAA, I was privileged to be given the left hand seat of his RV10. A short flight from Caboolture in any aircraft, Watts Bridge seemed mere minutes away in David's rocket vehicle. Before I had time to fully acquaint myself with the glass, we were approaching the circuit at 160kts.

The one sure downside of flying in to an event is the audience - there to ensure you conduct the least elegant landing of your life. Luckily for me, David talked me through mine, as I am not fortunate enough to fly such a high powered aircraft, and with the combination of very little wind and a grass surface (oh so forgiving) the landing was fine. Which is just as well, because everybody was there.

As I drooled and dribbled (and other unladylike things) at the amazing array of aircraft, I was approached by a gentleman called Ron Ennis who asked me if I would like to go for a fly in his Tiger Moth. And not just any old Tiger Moth, but the most immaculate example of a Tiger Moth I have ever seen. I donned the

leather cap and headset before he could change his mind.

My work leads me to many, many interesting aircraft, but never in my life have I felt so special, as I did in this beautiful deHavilland. As we taxied to the runway, people waved, photographers clicked and mobile phones flashed - I felt like Amelia, complete with goggles.

As we lined up, we received a call from two other Tiger Moths, wanting to take off and fly in formation with us. I caught the sight of our shadow on the ground; our trio of biplanes in formation. It was most breath-taking shadow I had seen since I was a child, catching my own on the wall one sunny afternoon, convincing myself I was, for a moment, tall.

We remained in formation for about ten minutes, and I watched with delight as we danced around each other, sometimes seeming to fly backwards. After we pulled out of formation, Ron handed her over to me for a fly. Once you get used to the noise (and remember to keep your head out of the slipstream) they are such beautiful birds to fly (although Ron wasn't game enough to let me attempt to land her). My cold nose told me it was time to turn back to the airfield, where Ron took over. The landing was so soft I didn't even hear or feel the wheels touch the grass.

As we taxied in, the crowd of wavers returned and I yearned for red lipstick and my leather flying boots. All I could do was wave, and smile and pretend that perfect landing (and that perfect Tiger Moth) was all mine. 🐛

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Editor's choice

Brian Bigg

OUR SIDE OF THE FENCE

BECAUSE of my job, I tend to go to a lot of air shows and fly-ins. I love the preparation and usually spend days planning the flight there and the flight home.

I generally enjoy the flight there and back, as well. Going somewhere new is always fun.

But I have to admit that when I finally arrive at a fly-in or airshow, I'm often at a loss as to what to do.

Once I park my aircraft, I wander along the flight line to see who else is there. There are a lot of pilots who go to every single event and you get to know their aircraft. There are usually one or two new or exotic types parked on the line for me to stop and stare at. I run through my usual examination of them. Would I swap my Zephyr for this aircraft? The answer is usually no.

But to be honest, a tied down and pilotless aircraft doesn't really give me enough information to make a value judgement, especially if I don't know the model. If the pilot happens to be still nearby, I will pepper him with questions and then my answer (which is still always 'no') is at least based on better information.

Then I head towards the nearest food stall for a sausage on bread and a can of drink. I might catch up with one or two blokes from my own airfield if I see them.

But an hour later, I am bored and thinking of the flight home.

This same pattern emerged while I was wandering around an airshow in Queensland recently.

The show was very well organised, the weather perfect and there were a lot of non-aviation things to keep the crowds happy.

But as I sat in the public area eating my sausage sandwich, I noticed a lot of people pressed against the fence looking at the aircraft lined up on the hard stand. There were dozens of planes of all shapes and sizes beyond the fence, including dramatic looking warbirds, some frail looking ultralights and some exotic plastic fantastics.

Near me a boy of about eight turned to his dad, pointed at an aircraft and asked "what sort of aeroplane is that daddy?"

The father replied "I don't really know, son."

I thought I should be the good neighbour and volunteer an answer. But I realised I didn't know what the aircraft was either. No matter, I thought. I can wander out there later and find out. They can't.

Then it struck me. Our fly-ins and airshows are not really about promoting aviation to the general public at all. They are an excuse for us aviators to show off and make ourselves appear important to our nonflying friends and neighbours. It must be. Otherwise we would make greater efforts to involve the public in what we were doing.

We go to great lengths to promote our fly-ins and airshows to get the general public to come along. But when they do turn up in their hundreds or thousands, we all but ignore them, except to take their money at the gate and when they buy a bucket of chips and a drink.

We stand on the airside of the field, with our chests puffed out, saying to them "Look at us you mere mortals. We are special. We are allowed to walk around these dangerous looking devices, while you ordinary peasants must stay behind the fence.



"We speak in a language you don't understand in order to make ourselves appear more mysterious and important. Admire us!"

At best, there might be someone on a dodgy PA system rabbiting on about a pilot no one has heard of, or discussing modifications to an aircraft in such technical terms that even pilots bleed from the ears with boredom.

There needs to be more recognition that the public is there and must be entertained so they come back next time and tell their friends what a good time they had.

If we really want to show off, we need to get them more involved. Here are a few ideas I came up with.

Why not nominate one or more members of the organising committee to run free guided tours of the flight line? To us it is nothing special,

but to the public is like being allowed in with the lions -exciting and scary. Every half hour or so, small groups of people, maybe eight or 10 to a group, are taken around under the supervision of someone nominated as being responsible. It wouldn't take much to organise. And there are usually ground marshals monitoring foot traffic around the aircraft anyway.

Pilots usually register when they fly in, so why not have them fill out a small technical details form at the same time, so the tour guide can tell people about their aircraft during the tour.

Perhaps a pilot can also nominate whether or not he will allow people (children especially) to sit in his aircraft during the tour for a photograph. Under supervision of the responsible tour guide, it shouldn't be a problem. Even I would go on that tour. Maybe we could get a set of safety guidelines put together by RA-Aus for such events.

Back at the display area, why not have the pilots show off their own aircraft? Every 15 minutes, wheel a new one into place in front of the public and have the MC interview the pilot about the aircraft and its good and bad points. To us it might be a common model we've seen 100 times. But to the public it will be a panda every time. Perhaps the pilot can be convinced to allow a few children to come forward, sit in it and get their photograph taken by mum or dad.


Obviously there would be insurance issues to work out, but it wouldn't be out of the question either to ask pilots if they would be

prepared to take people for small joyrides during the day.

My point is that rather than keep the general behind the fence and give them nothing but soggy chips and a long-distance view of the action, we should be encouraging them to want to come to our side of the fence.

Not only would they go home happier, but they will get a better understanding about what we do. And will be more likely to support us when we need their help to fight our battles.

And I guarantee that one or two of those eight year olds will also find that the aviation bug has bitten them during the day and they will end up on our side of the fence in a few year's time.

Got better ideas than these about how we can better involve the public in our fly-ins and airshows? E-mail editor@sportpilot.net.au. 

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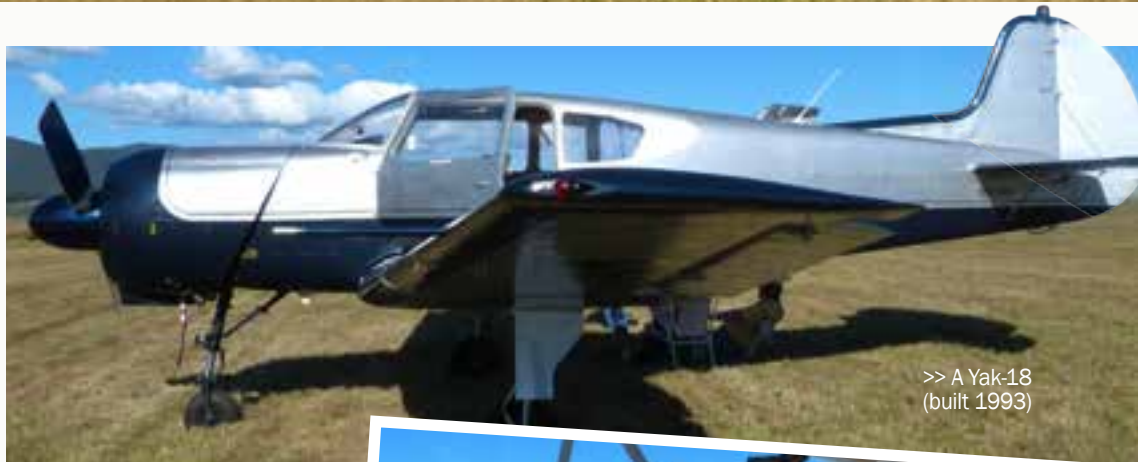


WATTS Bridge Memorial Airfield held its third annual "All-In Fly-In" event on May 19. The five different clubs which make up the Watts Bridge Homebase Groups - the Brisbane Valley Sport Aviation Club, the Queensland Vintage Aeroplane Group, the South East Queensland Gyroplane Club, the Queensland chapter of the Australian Aerobatics Club and the Leaseholders Group - in cooperation with the Board of Management, worked together to stage an extremely successful day of flying fun.

About 135 aircraft turned up during the day, at least 100 of them carrying passengers.

I was one of the many pilots who were very impressed with the marshalling services provided by club volunteers. In addition to hardworking bat people at each taxiway entrance and a follow-me jeep which led us to our parking places, there was also a radio marshaller giving clear concise instructions as aircraft pulled up after landing.

The success of the event was more or less guaranteed by the excellent weather, not just on the day, but during the preceding two weeks. Aircraft varied from GA to RA-Aus types, from very old to very new. Probably the most ancient was an immaculately restored De



>> A Yak-18 (built 1993)

Havilland Dragon twin engine airliner which used to operate out of Archerfield in the 1930s. The newest would have been Kevin Osborne's Thatcher CX4, a delightful little single-seater which had its first flight only two weeks before. The most exotic might have been the Yak 18 from Eastern Europe, a fully aerobatic five-seater, used to train Aeroflot pilots. The most loved were probably three (or was it four?) DH-82 Tiger Moths. We also had a Spitfire Mk 26b, a CT4 and many other interesting and historic aircraft.

The hospitality was at its usual best and many of us were happy to catch up with old friends. Well done, Watts Bridge Homebase Groups.



INS



Going good at Gatton

GATTON Airpark always turns on a good show for its annual breakfast fly-in and this year's on May 27, was no exception. The weather was excellent, and for the first time, the gathering was on the eastern side of the airfield. All up, 42 RA-Aus and GA aircraft arrived, along with 45 classic automobiles. Terry Cronk's 80% scale P51 Mustang looked, and certainly sounded, like the real thing as it rumbled over from nearby Emu Gully. Nigel Brown flew his 95.10 in from Coominya. Kenny Edwards was also there in his award winning Courier. A beautifully finished Spitfire Mk 26b roared in from Boonah. And, of course, Marty Hone and partner, Chris, were there with their impressive Rotec radial powered, red and black Spacewalker.

Airpark developer, Keith Jackwitz, turned his hangar into a dining room and there were lots of favourable comments about the new menu. It's hard to go past a breakfast like that for only \$10! Well done, Gatton Airpark. 🍷



>> Spacewalker belonging to Marty Hone's Spacewalker
Inset: Kenny has picked up a joyrider - girls go for guys with the right aircraft.

Story of the month

They all raved about how much fun it was sitting out there in the front pod with unrestricted views

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

The flight of the Drifter by Jim Gollagher

THE Drifter might be making a comeback to Caboolture Aerodrome.

Up until 10 or so years ago, Caboolture Recreational Aviation had the iconic ultralight on-line for training and private hire. It was always popular with recreational pilots.

But as times changed, usage dropped off and CRA owners, Bill and Heather Haynes, eventually made the decision to discontinue Drifter operations.

But in the years since, the aircraft has started to make something of a comeback, with increasing exposure in the magazines, fly-ins and on chat forums.

With the memories of what it was like to fly around his beautiful area in an open cockpit, Bill came up with idea of a Drifter Trial Weekend in March to find out if there was enough demand to re-introduce the good ol' Drifter back into school.

Heather set about letting all their flying friends and students know about the trial.

Within a couple of weeks, the 16 training slots for the weekend were fully booked. The interest was certainly there.

As the weekend drew closer and the inquiries kept coming; the chances of having a Drifter on the flight line again looked pretty promising.

The weekend finally arrived. The aircraft was ferried down from Gympie and instructors, Bill (CFI), Dieta and Jim were on hand to fly with the excited bunch of Drifter enthusiasts, who ranged from pilots simply after a joy flight, students curious to experience flight in a basic type and seasoned pilots thinking of future endorsements.

Mother Nature did have a say in the proceedings, unfortunately, and there were a few unscheduled breaks on both days as intermittent low cloud and showers passed through.

But all of the flights went very well (aside from a couple cut a little short by the approach of showers) and it was smiles all round.

The overwhelming feeling among the pilots was that of exhilaration and joy. They all raved about how much fun it was sitting out there in the front pod with unrestricted views, hands and feet on the controls, getting the sense of really flying, and generally having a ball. Certainly something they won't forget anytime soon. Many began immediately planning their next Drifter fix.

Judging from the positive reaction, Bill and Heather were pleased and will soon make a decision about putting a Drifter back in the school hanger. Here's hoping.



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>> Drifter Comeback - Bill and Heather happy to be bringing the drifter back into vogue. Photos: Jim Lavel, Inshotz Aviation Photography



The Geek and I by John Drew

IT was soul searching day when my Granddaughter and I loaded three screens in boxes and one dirty great computer into the boot of my car at the Games and Computer stuff shop.

We stashed a heap of 'Saitek' gear; rudder pedals, switch box, yoke and throttle levers on the backseat, along with a keyboard and mouse. Enough to fly a jumbo? Probably, but not a game by any means. I need to fly and the best avenue for doing this at my age is 'virtually' by simulation.

"Grandpa," she said. "Have you got a Flight Simulator Program to run all of this? And wouldn't it have been cheaper to have bought a 'Jabiru' when you were in Bundaberg last week and get Nick Sigley to give you a bit more instruction?"

The granddaughter can be a bit of a brat at times - a bit like her mother.

The Aussie dollar was flying high against the greenback so it was indulgence time - \$1500 for all that gear. And yes, I did have the Microsoft Flight Simulator X program. I had purchased it some weeks before when I realised that I would never fly solo for real, but I could still fly with an instructor and, of course, the simulator.

I am not a computer whizz, so the next stage required my step-son, Sam, plug it all together. Sam did his best, but his best results were one and a half screens. To get the panoramic effect, I must have 3x1 screens; that is three screens and only one picture.

Try as I could, I could not do any better and I decided to put my problem before the brains trust at the game shop. There was no help there either until a young lad slipped a piece of paper with a name and phone number towards me saying "I am not allowed to do this but he is my mate and he's a geek".

Contact was made with the geek. My wife wondered what he might look like - I think she expected a three headed bogan. The geek arrived with a big friendly grin. He looked like he was in his late teens or early twenties. The first thing he told me was "I will charge you \$90 regardless of the time it takes me to fix the problem". I agreed and he promptly started work.

I excused myself to put on a pair of socks because the floor was cold. When I got back a few moments later he was flying the Piper Cub in full panorama. I had missed what he did. He downloaded something called an Adobi catalyst, tweaked a few things and everything was tickety-boo. I cancelled my depression for a later date.

The later date was only a few days away, unfortunately. I clicked on item 5 'Landing', in the simulator tutorial. Confronting me was a three headed Hydra, the Piper Cub mocking me in triplicate.

"How did you manage to do that?" my wife asked accusingly. I postponed what I wanted to say and entered a not guilty plea. "Give the geek a call and I will wear the cost", she said. When he returned, the geek had a pleasant surprise for me. This second visit was considered part of the first visit, and he didn't charge me extra.

So, what had happened? It seems the latest automatic update of the catalyst was the culprit. All that was needed was for me to press the 'enable' button. The geek wrote it all down for me so I could find it again. He and I appear to be at the beginning of a beautiful friendship.

A trip to Marty's Palace by Graham Pemberton

A RECENT invitation to a friend's birthday party (Helen Wheeler, who unashamedly has just turned 50) gave both Steve Runciman and I the opportunity to

fly in to "Marty's palace".

Everyone around Townsville who owns any sort of light aircraft has Marty's place logged in to the GPS. Marty and Helen are fellow aviators who own acreage out at Majors Creek near Townsville in North Queensland.

They keep the most beautifully manicured airstrip which has become so popular a destination that Marty and Helen have created a camp kitchen.

There's always the promise of great company and conversation to boot.

Our wives opted to take the car with the overnight essentials so Steve and I decided to take the trike.

It was a beautiful day and we knew it would be a spectacular morning-after-the-party to get in the air. Even taking into account the bottle-to-throttle time, Steve and I got airborne in time for a great morning flight.

The picture shows Steve practicing emergency procedures and flying from the back seat of a DTA Voyager 2 aircraft operated from our home, Montpellier airfield at Townsville. With a 912s engine and some cool morning air we had a great climb rate to cruise at 2500ft around Mt Elliot, before landing to the smell of bacon and eggs on the BBQ for breakfast.

The photograph was taken by me using the Go-Pro 270 degree angle on the camera setting.



Dreamtime Tassie

by Lawrie Barton-Johnson

EARLY winter in southern Tassie promises magic blue skies, still, short (and if we are lucky) warm afternoons until the sun marches towards the western hills. Then crisp still nights take over, producing dew and mist shrouded mornings, ideal for lift.

It was just such a morning on the last day of autumn, when Gus Vans'colina and Peter Brooks flying Savannah (4481) turned final for a rendezvous with Rob Easter (Lightwing 0154) and me and my trusty Zodiac (1601) at our strip located near Campania in the pristine Coal Valley, north east of Hobart.

We had arranged a short trip to Tunbridge, just east of central Tassie, the site of a glider strip operating around the central plateau and lakes area.

While Rob balanced precariously atop his little ladder to refuel the Lightwing, I set about my pre-flight checks. Noting an abnormally large amount of condensation under the bonnet and around the engine, I decided an extended warm up was in order, that is if Mr Rotax would cooperate. Several minutes later, I quit cranking the otherwise very obedient 912ul engine thinking I had missed something during the engine check.

With Peter and Gus offering their thoughts, I set about retracing my checks pattern.

All appeared normal until I checked the battery. The earth lead disappearing into the battery box was quite loose and although cranking appeared normal, the earth isolation was enough to present a dead spark. Five minutes, a screwdriver and a little muscle later, we tried again. What a difference!

Smiles all around and an extended warm up completed, Rob eased the Lightwing into the air followed by Peter and Gus, then me.

Climbing through 1800ft north of the 1500ft



>> Mt Maria Coast

>> Rob Easthers
Lightwing

radial for Hobart airport, the view ahead was both breathtaking and disappointing. Our destination was still shrouded in a mass of shiny white fog like a blanket of lumpy cotton wool, glistening in the crisp clear sunshine of the morning. A hasty aerial conference via radio followed and then all three aircraft banked right onto a heading of 090 degrees for Maria Island.

Abeam Orford, around thirty minutes later, there were clear crisp skies all the way to the Freycinet Peninsular which was shrouded in the same blanket of cotton wool. Only the peaks of "The Hazards" desperately held their heads above the glowing cloud of almost translucent mist.

Enchanted by the view and approaching the island, I was reluctant to land and destroy the dream, so while Peter and Gus radioed their inbound intentions, I banked the Zodiac off around

the eastern coast of the island and enjoyed the ride. The Savannah touched down amid much honking and head bobbing from the geese along the edge of the strip. I continued my descent along the majestic cliffs around the northern end of Mt Maria which caresses the ruins of the convict settlement. The air was so still, I was able to snap several shots of Cape Boulanger only several wing spans off the left wing tip.

Rod demonstrated a copybook arrival in the tail dragger, dodged around the geese and shut down for lunch overlooking "Mercury Passage" and the east coast towns of Orford and Triabunna. Sandwiches and a thermos of coffee overlooking such a vista could have been worms and water and still been perfect.

Departing for home, Gus and Peter tracked south via Lagoon Bay Dunalley because their departure that morning had been from Sandfly,

south of Hobart. Rob and I flew Northwest across the Passage to Triabunna where we spotted John Salmon flying circuits in his pretty little Cub. Rob continued on for home while I descended for a chat with John about access to his strip. But seeing him jump out of his plane, rush to the centre and hold up a cable stretching across the strip, I decided to abort the landing idea and phone him from home instead.

Rob's ground speed had dropped to a lethargic 65kts ahead of a 10kt headwind, so it wasn't long before the extra speed of the Zodiac placed me over Coal Valley minutes ahead of him, and an inbound on final call insured he was aware of my position and intention as I lined up for a landing. Turning clear of the runway, I could just pick him out on final and several minutes later he taxied in to complete a spectacular and satisfying day in the air. 🍷

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Adam Finn



A learning experience

IT'S been two months since I began and my feet have still not hit the ground. On that point, I want to thank Dean Tompkins for standing in as the Technical Manager and for staying on as the Assistant Technical Manager on a part time basis. His dedication has kept the technical side of RA-Aus flowing through our time of need. Dean will be processing our level two and level four maintenance authorities, as well as the defects and incident reports for Sport Pilot magazine.

My background

I started working on aircraft at the age of 15 as an apprentice in the Royal Australian Air Force. I began my career on the F/A 18 Hornet as an engine/airframe technician and then progressed onto helicopters at the Aircraft Research and Development Unit (ARDU). At ARDU, I was trained on and maintained UH-1H Iroquois', Blackhawks, PC-9 trainers and DC3 Dakotas, as well as the Hornet.

After an injury to my back, I started work as the assistant Technical Manager with the Australian Ultralight Federation (AUF). But after some deliberation, I decided to work on military aircraft again and found myself in Oakey, maintaining the new ARH Tiger with the Australian Army. A number of years later, I found myself back on Hornets, rebuilding them after major servicing at Williamstown RAAF base in NSW.

Then an opportunity presented itself for me to train in the US to become an operator /maintainer on Unmanned Aerial Vehicles (UAV's). I was deployed to Afghanistan working with the Australian Special Forces. This was quite an experience and one I will remember all my life. When I returned to Australia, I had over 20 years hands-on experience with aircraft and decided it was time for a desk job. This brought me to the ACT where I was employed writing pilot and maintenance lessons for the F-35 Joint Strike Fighter.

The business side

I will start with LSA registrations, specifically with the paperwork required by the owner when an LSA aircraft is registered. When purchasing an LSA from an Australian manufacturer, an import-

er or as a used aircraft from overseas, you need to make sure the aircraft is accepted by CASA or the RA-Aus as an LSA and inspected by a CASA approved person who will complete, check and issue the required paperwork for registration of the aircraft with RA-Aus.

Shortly, a lot of LSA owners will get a letter from RA-Aus requesting paperwork for correct LSA registration. Some owners may require a Special Certificate of Airworthiness to be issued by a CASA approved person. This may involve the importers of some types needing to obtain paperwork from the manufacturers. Unfortunately this process will be quite lengthy for you and especially for the staff in the office.

I am asking for everyone affected to be pa-



Picture: Brenna Matthews

tient and helpful through this audit process. It will only be required once, because we now have processes in place to ensure it will not be required again.

In a future article, I will explain all about the required paperwork and the procedures required to obtain a Special Certificate of Airworthiness for an LSA aircraft.

The paperwork in most of our aircraft files is reasonably complete, but I have been finding files with few or no forms filled out correctly or complete. When completing paperwork, ensure you fill out all the required information correctly and in a readable state.

MTOW

Check you have the correct MTOW approved by the manufacturer for your model. Do not assume

it is 600kg.

Type Certified aircraft are restricted by the MTOW listed in their Type Certificate. LSA aircraft are bound by the manufacturer's specifications for their type and model.

Experimental aircraft registered with RA-Aus (19 and 28 category) will be bound by the kit manufacturers/designers MTOW or the MTOW recommended in the aircraft drawings (if below the 600kg approved for RA-Aus aircraft).

I know this has been raised regularly, but I will go over it again. When you buy an aircraft, especially an amateur built aircraft, be aware you are ultimately responsible for the condition of the aircraft. The Aircraft Condition Report

(ACR) must be completed by an authorised L2, a disposal form and transfer paperwork must also be completed. Make sure you transfer the registration into your name ASAP and not months and years down the track. If there is no log book for the aircraft, take your time inspecting the aircraft and also make sure the L2 does a thorough inspection.

Test flying

Recently, there have been a number of incidents involving aircraft in their first few hours of test flying, by their owners or someone who want to buy the aircraft. What it comes down to is your capability to carry out the

test flights. There are plenty of experienced pilots who can do the test flying for you, so ask around for some help if the test flying is out of your comfort zone.

Don't be in a rush to do your 25 or 40 hours. You will have plenty of time to enjoy your aircraft when it has its full registration. Remember you cannot take up passengers while the aircraft is in its test flight period.

Incident and accident reports help us monitor trends in certain aircraft types, this allows us to notify other owners of the same type by the way of Service Bulletins (SB's). The more we get, the better we can help prevent further incidents or accidents.

It has certainly been a learning experience for me.

Make it safe to keep it up! 🍷

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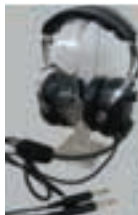
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Something different

by Tom Moxey

In 2003, I decided to build a four seat Jabiru J400. I had considered several different types but, because the Aussie dollar was down to around \$.60US, anything from overseas was just too expensive. The Jabiru seemed good value. I ordered the airframe kit, which arrived on my birthday - the biggest birthday parcel I have ever opened!

>> A proud Tom with his three babies



I promptly started work on it. Learning to work with fibreglass aircraft was a new skill for me. In October, at a Sport Aircraft Association of Australia (SAAA) convention in Temora, I met a friend who had a Rotax 914 advertised for sale. He suggested I put it into my Jabiru. At the time, I was not really interested – but the seed had been sown and was about to germinate.

I went home, thought about it and checked the specs for the Rotax engine - weight, torque etc – and, yes, it would work. I could - no - I would, do it. After all, I like to be a little different to everyone else.

From the outset, I knew any modification I made would lead to more modifications down the line. And it did. Some of my modifications were:-

The muffler had to be shortened and changed so it exits underneath, rather than on the side, of the cowl (just in front of a fresh air vent);

The cowl had to be modified to install radiator and oil cooler etc;

I installed dual throttle cables with the activating mechanism that has enough throw for the Rotax carb set up;

A larger diameter constant speed propeller meant ground clearance problems, which led to a lengthening of the nose leg and also remounting the main gear axles higher on the gear legs;

And, of course, what I thought would be the biggest challenge - to design and build the engine mount. After measuring and calculating, I made up a jig and started to manufacture my own mount. It turned out to be not as hard to do as I expected, although there was a lot of head scratching at first.

I soon had my engine mounted to the airframe and it looked good - I mean really good - as if it was meant to be there.

I finished off the rest of the airframe and components and completed the paperwork. The next step was the test flying.

So how does it perform? Let's just say I am one very happy Jabiru owner.

Acceleration on take-off is exhilarating and climb out is with the nose high just to stay under the 80kt flap extension speed. Fully loaded I get 1000+ ft/min. Cruise speed is the same as standard Jabiru powered aircraft, 115kts at 4800rpm and 29in manifold pressure with a fuel flow around 17 lt/hr.

Any problems? Yes, I had the oil cooler mounted behind the radiator but the oil temperature went a bit higher than it should, which inspired me to move the oil cooler to the front of the cowl.

Now, I can fly on 45 degree days with no temperature issues at all. Apart from that, very few other issues at all.

Yes, I like to be different and I get a lot of comments and questions about my installation, which I am always happy to answer. 🍷

▄▄ *I like to be a little different to everyone else*









JAMES EARL RAY

Flight instructor's forum

Facilitated by the aviation guru - Professor Avius



Some short stall spin stories



It is sometimes difficult to understand how pilots can react inappropriately to situations in flight. In spite of their extensive training, even airline pilots are susceptible - including in simulator practice of abnormal situations.

Take, for example, the fatal crash of a Dash-8 Q400 aircraft at Buffalo in the US in February 2009. The aircraft was on approach when the stall warning stick shaker activated. Instead of reacting to this warning by moving the stick forward, the pilot pulled back and the aircraft entered a stall. The stick pusher then activated to pitch the nose down. The pilot overrode the stick pusher, thus deepening the stall until the aircraft crashed just 28 seconds after the initial stall warning. 50 fatalities.

And, again.

In June 2009, an Air France Airbus A330 crashed because the pilot pulled back on the stick when the aircraft was stalling. Admittedly there were erroneous airspeed indications, but the stall warning had activated and the aircraft had a sink rate of over 10,000fpm. The pilot pulled back on the stick until the angle of attack reached 40 degrees, before the aircraft smacked, belly first, into the Atlantic. 228 fatalities.

Because of the black boxes, we know these pilots did the wrong thing and we can but speculate as to why. We do not have black boxes in our aircraft, but it is not a big step, in human factor terms, to say that similar reactions can be seen in recreational flying. In fact, as flying instructors, we see this behaviour often when introducing students to the techniques for stalling and recovery.

Student pilots, in spite of knowing that a wing can stall, still often react to the stall by pulling back on the stick.

The first person known to have recovered from a spin was a Lt. Wilfred Parke flying at Larkhill, near Stonehenge in the U.K. In August 1912, he was flying an Avro G biplane which stalled and entered a spin. Pushed by centrifugal force against the right side of the

aircraft, he let go of the stick and grabbed the side of the cabin for support. It is reported he then felt the rotary motion of the aircraft to the left, applied full right rudder against the motion and the aircraft instantly recovered.

Amazing as it may sound to us, the pilot community of the time did not learn from that experience, even though an analysis conducted immediately afterwards by Geoffrey DeHavilland, F. Short, A.E. Berriman and Wilfred Parke himself, concluded that recovery was due to the application of opposite rudder.

Indeed, just three months later Parke was killed in a stall/spin event trying to turn back to the airfield following an engine failure after take-off.

We know these pilots did the wrong thing

The first person thought to have deliberately spun an aircraft and recover successfully was the young Australian, Harry Hawker. In June 1914, while flying a Sopwith Scout, he stalled at the top of a loop and the aircraft entered a spin and crashed. Miraculously, Hawker was not injured and he made up his mind to do it all again and this time apply the controls the way Parke had done. A couple of days later he did indeed repeat the manoeuvre and, while spinning, applied opposite rudder then moved the stick forward. He was, no doubt, relieved to see an instant recovery. Hawker was able to consistently perform this manoeuvre, but it was not until two years later, pilots were officially taught to recover from a stall by moving the stick forward and, if in a spin, to use opposite rudder.


Otto Lilienthal (1848-1896) first flew a

glider in 1891 and is now recognised as the first successful pilot. He was also the first person to be photographed in flight by an advanced version of the photographic plate. Otto was also the first pilot to be killed in an aircraft crash. As a well educated engineer, he produced calculations on the effect of airflow and his sketches clearly showed he understood the stall. Despite this knowledge and having made more than 2000 flights, in August 1896 he stalled his glider, a wing dropped, he crashed and was killed. Lilienthal's gliders were the first aircraft designs to have cambered wings, leading the way forward in aerofoil design.

The Wright brothers also understood stalling but not spin. Wilbur stalled, spun and crashed his glider in September 1902. Orville did the same thing three days later. It was only because they were flying low and slow and had a very crash-absorbent airframe that they survived these events. Because of these crashes, Orville was inspired to fit a controllable hinged rudder to the aircraft.

From 1896 through to the present day, we have seen many pilots killed by stall/spin events in spite of the hard-won knowledge of how to recognise a stall, the recovery action needed, how to prevent a spin and if actually spinning, how to recover.

When teaching stalls we use textbooks, briefings and practical repetition to instil in the student how to recognise the stall and to take correct recovery action. Because the normal reaction to a nose down pitch is to instinctively pull back, the student has to make a decision which conflicts with this normal reaction.

Meaningful practice can change this reaction to one where correct control techniques can instead become instinctive. 

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Email contributions to guruavius@gmail.com or editor@sportpilot.net.au

Keeping your balance

by Mark Pearce

“WHEN flying, remain calm and balanced at all times” - Me, sometime yesterday.

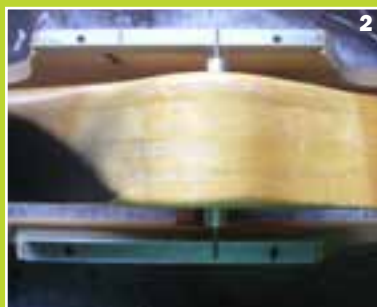
Seriously, after completing construction of your labour of love, do you want to do most of the maintenance yourself? If so, do you wonder how you are going to give the big, two bladed, wooden pilot cooling fan at the front of your pride and joy its due care?

After a NATFLY forum this year on wooden propeller care, I felt committed to supply the details here in support of my statements made then. While some maintenance may be beyond the capabilities of some of us, there are things

reflecting off the rear of the blades as they spin, made worse when the sun is in the wrong position.

To remedy, I removed the prop and lightly sanded the rear facing surface to flatten out raised spots and to create a bond for the high strength poly filler that I then lightly smeared over the surface. A spatula applied the filler, to ensure I covered each chip, the remnants of super glue and the ridge created by the black protective strip peculiar to Jabirus. It is important to use high strength filler. I used Septone polyester 2-pack, filler and catalyst. Make the coat as fine as possible. This can be achieved by sanding most of the filler away and re-applying repeatedly

be put off by the rotation of the prop following a quick one to two second spray. When close to balanced, the prop will over balance and appear now to be too heavy at the opposite end. This will change back magically before your eyes as the solvents in the paint evaporate! Amazingly, the seemingly heavy end will rise again slowly as it dries out. Towards the end of this process, an overnight rest will determine whether you need another one second paint can blast. Remember to keep the paint can nozzle clean. You don't want unsightly paint blobs to ruin your job. Remember, this process does not address balancing of a propeller forward and aft of centre. That's



1. Levelling balancer with spirit level before starting process 2. Overhead showing pivoting points 3. The balancing process 4. Nearly there!

we can do to make our flying more confident and safe. My propeller balancing experience detailed here is with my old Jabiru prop, but the issues are common across other variants.

A propeller even slightly out of balance places additional stress on many components, including the pilot's nerves, when he or she should be concentrating on flying the aircraft.

The main concerns are stone chips and balance. Propellers are initially balanced at the factory. The Jabiru manual describes the process for determining if a propeller has suffered sufficient damage that it needs to be returned to the factory for more rigorous assessment and service.

However, small chips can be quickly sealed with super glue. This is temporary, but important, because an untreated chip will allow water into the wood fibres, create an imbalance and weaken them. Over time, you may start to see spots before your eyes. No, not the medical condition that threatens to end your flying exploits, but your prop can start to take on a polka dot pattern on the rear facing surface. I fly into a few gravel strips, and had this appear on my prop.

I also wanted to reduce the glare from sunlight

until you are satisfied with nothing less than the finest and smoothest of finishes.

Apply a fine base coat over this surface over the entire length of both blades and leave to dry. For me this was black satin. Do not use a cheap compressor based air gun. This will apply the paint too thickly. Use a pressure pack can of top quality spray paint – Dulux, or similar. This will produce a fine spray with great control. Use sparingly. As we are talking of only a gram or two, this method is all you will need. If you do need more than this delivery, then consider your repairs may have been too drastic.

Now for the balancer. Place it on a firm base. Spirit level the balancer at the aluminium angles. Place the centre spindle through the middle of the prop, balancing the drill bits protruding outwards on the aluminium angles. The aluminium bar running through the centre of the prop is narrower than the distance between the two aluminium knife-edges and has been dimpled in a lathe to get the centres, then drilled out each end, leaving an old drill bit sticking out of each end – see photo. We may now see that the prop is out of balance and lists to one side.

Begin lightly spraying the lighter blade. Do not

Technical Specs:

The device is made from 20 mm dressed pine. It's 18" high x 35" long. The 20 mm X 20 mm aluminium angles are 25" long. The diameter of the spindle bar is 5/8". Old protruding drill bits are 1/8". The centre of the Jabiru prop may need some light, even sanding to allow the aluminium bar through.

Maintenance of the balancer is almost zero. It's important to ensure the aluminium angles, on which the prop will be balanced, are smooth (undamaged), parallel and level.

for another article at some other time.

To conclude, credit should go to Les Welburn, RA-Aus Level 2 from Hervey Bay, for the original design, although a number of us have contributed improvements since then. Les might even get this back one day. There are many home builders around the country who also produce fantastic tools like this one, which are simple but surprisingly accurate. Perhaps we could encourage others to show us their gadgets. 🛠️

Fulfilling a dream

by Arthur Marcel

Brisbane Valley Sport Aviation Club member, Vern Grayson will turn 70 in December, but he is still employed as a specialist welder, an occupation he has held for more than 55 years.

Four years ago, he started building a plane. To own and fly their own aircraft was a dream of Vern and his wife, Averill.

They were an adventurous couple, having already spent ten years cruising the eastern coast of Australia in their 36 foot trimaran. They sailed as far north as Papua New Guinea and as far east as New Zealand. An aircraft was a natural follow-on to the boat, one which would enable them to see the broad inland expanses of their country, not just the coastline. In fact, their closeness as a couple started long before their sailing adventures. From an early age, Vern raced motorcycles, winning state and national titles. He was injured many times and it was always Averill who nursed him back to health. For 35 years, Averill was an official with Motorcycle Queensland supporting Vern.

So, in March 2009, with the enthusiastic support of his wife, Vern started construction of a Zenair Zodiac 601 XL.

In all, the project was to take him 3000 painstakingly long hours. But it was a labour of love and there were a lot of dreams for both of them tied up in the project.

But the dream ended in October last year for Vern when his beloved companion of more than 51 years became seriously ill with cancer and died. Vern was devastated and not quite sure what to do next.

One thing he did know he had to do, though, because it had been Averill's dream as well as his own, was finish building the aircraft.

And finish it he has. A few weeks ago, out of Coominya airfield in the Brisbane Valley, Vern and Averill's blue and silver Zodiac, registered 19-7823, flew for the first time.

The tidy little aircraft is powered by a 100hp Rotax 912 ULS motor driving a Prince P tip (maple core with carbon fibre overlay) propeller. It cruises at an easy 100kts and has two 45 litre fuel tanks. Vern had to make a major modification to the airframe during construction, which required de-skinning the wings and strengthening the main spar. This modi-

fication had become necessary after reports of several accidents involving spar failure with this particular aircraft type.

In all, the modification added 16kg to the empty weight and took Vern an extra 200 hours of work. He also upgraded the airframe in other ways to XLB model standard. Finally, he changed the original 601 canopy to the larger and stronger 650XL model. The aeroplane has a MTOW of 600kg.

Vern said when he started the project he had

W There were a lot of dreams tied up in the project

found Zenair less than helpful as a kit and parts supplier (with the exception of one employee by the name of Shirley Swearingen, who was of tremendous assistance to him). He says, though, that the new agent for Australia, Alan Barton, has really turned things around, and is providing very good support to clients.

Vern also has fond memories of the late Gary Sweetnam, with whom he originally dealt at Sport Air Services and who was killed along with his passenger when their Zenair Zodiac hit a large bird at the Gold Coast in March 2008.

I caught up with Vern at the "All-in Fly-in" day at Watts Bridge in May where I took the photos to accompany this story. What struck me as Vern related his story, was that he still talks about Averill in the present tense. He told me his wife's ashes were carefully stored in the cockpit of the aircraft so she will be with him wherever he flies.

At a very basic level, it is their plane and they will always travel in it together. Some relationships are like that. 🍷





>> Vern Grayson (and above) his labour of love, a Zenair Zodiac 601XL

TECNAM

Mostly not gliding **TREK**

There is nothing like landing somewhere else after a cross country

I'VE been in love with soaring for well over fifty years. Admittedly, it does have its disadvantages - the inconvenience, for example, when you can't find that next thermal and you are still 200km from home; the pain of landing to find your mobile phone doesn't have coverage, the property is locked, deserted and guarded by ferocious dogs; or worse, cows have emerged from hiding in your outlanding paddock intent upon chewing up or itching themselves against your precious sail plane.

Don't get me wrong. I always have loved (and still do) flying gliders cross country. These days, some gliders have engines and most tasks are planned so you end up where you started, back at the home field.

Comfortable as all this is, there is nothing like landing somewhere else after a cross country. At least you feel like you've actually flown somewhere.

So what, I hear you ask, has gliding got to do with light sports aviation?

Well for me, qualifying to fly the Temora Aero Club's beautiful little Tecnam Sierra has opened up new and exciting options.

Most recently, it presented an opportunity for fellow glider pilot, Stewart May, and I, to enjoy the

splendour of Lake Eyre. And landing at the various airports along the way gave us the satisfaction of going to lots of interesting places.

Stewart and I have enjoyed several big flights over the past couple of years in the Tecnam. All of these were in NSW. It was time, we decided, to spread our wings and fly to Wilpena Pound in the Flinders Rangers of South Australia. Having settled on this, Stewart casually remarked that maybe we should extend the trip to include Lake Eyre.

Why not, we agreed. The trip was planned, the Tecnam booked and accommodation arranged.

It all looked fairly straightforward: on Google Earth, that is. Of course, we confidently presumed we would get good late autumn weather and no problems with our trusty aeroplane. In any case, we set a flexible timetable, planned alternates and kept our options open as far as possible.

As glider pilots, we were rather wary of relying on the engine, particularly because the flight involved crossing some inhospitable, albeit beautiful, terrain. And as much as we love gliding, we weren't keen to test the Tecnam's soaring capabilities. Mal Williams had conducted the same flight some time before and helped us with inval-

uable advice such as where and how to get fuel, how to get back into Broken Hill airport through the security gate (don't ask, it's a secret!), and how head winds can make for nervous glances at the fuel gauge in the last 50 or so nautical miles into Broken Hill.

He also told us what to do when the engine went bang! Yes, it did happen to Mal near Menindee.

President of the Temora Aero Club, Rob Maslin, generously interrupted his quiet evening at home to drop the Tecnam keys off to us. The next morning we fuelled up and headed for Griffith. More fuel there (thanks for the tip, Mal) and set off for Broken Hill. The plane hummed along and we sat back, gazed at the view and paid constant attention to our fuel state. Naturally we had head winds.

Landing at Broken Hill was interesting mainly because of fairly strong thermal activity and the inevitable cross wind. Christine, our host at the Lodge Outback Motel, cheerfully provided pick up and transport to and from the airport.

The leg to Wilpena Pound was very outback - lots of red sand dunes, dry creeks and patchy scrub. Reassuringly, airstrips ap-

OUTBACK FLYING CHECK LIST

A safe and successful flight in the outback is all in the planning.

- Where are you going?
- How do you plan get there?
- What are your alternatives if your original landing place is no longer available?
- Where can you get fuel?
- Where are your emergency backdoors and how many of them are there?
- Be cautious about the weather. A stronger than expected headwind can play havoc with your fuel calculations.
- Are there farms along the way with airstrips and hopefully fuel? Call them and find out.
- How well do you know the fuel system on the aircraft you will be using?
- How often do you have to change tanks?
- How much weight are you taking on board?
- Pack an outback survival kit, with adequate food and water. Even with a new EPIRB, it could be some time before the rescue services get to you. Pack food for two days per person.
- Make sure someone has a lighter or matches. Hat, sunscreen, insect repellent and suitable clothing.
- Watch out for animals, particularly when planning to land or takeoff at dawn and dusk.
- Be aware of fatigue. Keep your fluid levels up.
- If you are forced to land rough, don't leave your aircraft. You stand a better chance of being rescued if you are near your big, obvious machine.
- Make sure someone staying home knows your exact route and ETA's. Schedule calls to them to declare all's well.
- If you are planning to land on or ground travel through Aboriginal land, you must obtain a permit. It is the right of Traditional Owners to refuse, especially around Sacred Sites.
- Pets, such as dogs and cats, cannot be taken into National Parks. Leaving them at the airstrip in the heat is also not a sensible idea.
- Don't go on your own if you aren't fully confident of your ability to do it successfully.

Remember, most accidents and incidents in aviation occur because the pilot failed to consider some critical factor during pre-flight planning.

SKING

by Col
Vassarotti



>> Left, the southern lake was impressive and the larger northern lake extremely beautiful

peared at regular intervals. We had spoken to Drew Irvine, senior line pilot of Central Air Services, at Rawnsley Park Station near the Pound and knew the procedures for air traffic in the Wilpena area.

Before we could leave for Lake Eyre the next day, we had to remove the ice from our flying machine. Cold starting the engine was also a bit of a challenge. Our first leg was the short flight to Leigh Creek where we topped up our fuel tanks. Then we set off for Lake Eyre. And what a brilliant flight it was. The southern lake was impressive and the larger northern lake extremely beautiful. We stayed at 6,500ft, well above the numerous other aircraft flying tourists in the immediate area of the lake.

So far the entire trip had gone perfectly to plan. The Tecnam purred along contentedly, the weather was clear, head winds didn't create any fuel or range problems and our navigation was spot on. We found ourselves contemplating our return trip via Mildura with relaxed anticipation. Then it got interesting.

The Area Briefing for area 51 on the morning of departure looked good - "WEATHER: NIL SIGNIFICANT". This was entirely accurate

until we were about 70nm from Mildura when light cloud at about 5000ft started to become denser. Worse, the cloud base began to get lower. About 38nm from our destination, we were confronted with a cloud base at 2000ft, mist and rain. We consulted with Melbourne Central who, in turn, talked to a pilot flying west from Mildura. We diverted to Renmark. We still had low cloud and rain showers to contend with, but were happy to maintain visual in the bright sunshine on the big flat paddocks south of the Murray as we made our way to Renmark. Stewart made a perfect landing on runway 18.

The airfield was deserted - no power or gliding people to be seen anywhere. We refuelled using the clever telephone prompt system of the local Aero Club, tied down the plane and called a taxi into town. If you've never been there, we can recommend the accommodation and excellent bistro at the Renmark Hotel.

Next day, we flew an uneventful and very pleasant return to Temora.

As to gliding, apart from base legs and final approaches, no gliding was committed in the making of our Tecnam adventure (thankfully). 🐛

What the staff do

Jill Bailey Assistant Operations Manager

I AM often asked how I am enjoying the new job (very much, thank you for asking). The next question is invariably, "what is it you actually do?" The role of the Ops Manager and Assistant Ops Manager are outlined in the Operations Manual in Section 1.02 and 1.03 respectively, but what exactly does that mean?

As Ops Manager, Zane is responsible for the safe and competent operation of all recreational pilot certificate holders, along with Instructors, Senior Instructors and Chief Flying Instructors (CFI) and Flight Training Facilities (FTF's) in Australia. With my assistance, and calling upon Pilot Examiners and Regional Operations Coordinators as required, Zane ensures all operations are to an appropriate standard with special regard to the safety of air navigation under the Civil Aviation Act.

This also involves both of us ensuring any changes in training practices, standards or CASA regulations are reflected as necessary. Along with monitoring trends with equivalent organisations overseas, Operations is also in continuous contact with the Self Administering Sport Aviation Organisation (SASAO), section of CASA, Australian Transport Safety Bureau (ATSB), and Rescue Coordination Centre (RCC), formerly AUSSAR, along with administrative organisations like the Hang Gliding Federation of Australia (HGFA) and other Recreational Aviation Administration organisations.

We constantly strive to ensure the standards of our pilots, Instructors and FTF's is as high as possible. This includes everything dealing with issues the average RA-Aus pilot is blissfully unaware of, to mundane tasks such as re-writing the forms used by CFI's and Senior Instructors to issue Pilot Certificates, Endorsements and Ratings. Operations has oversight for the issue of all Pilot Certificates, endorsements, instructor ratings, CFI issues, inspections of FTF's, receipt and follow up for incident/accident reports, Violation of Controlled Airspace (VCA) and accident investigations.

Processes and procedures are constantly being evolved and modified by Operations to ensure latest trends and changes are incorporated. The large number of pilots from other aviation backgrounds who want to become part of the world of RA-Aus means Operations has to ensure all applicants meet the requirements though appropriate processes, including Human Factors; that the converting applicant understands the RA-Aus world, and knows what they can and can't do.

Here is a hypothetical which is useful to show what sort of processes are going on behind the scenes when a flight test has been suc-

cessfully completed. A pilot who holds a PPL, CPL or even a military pilot may want to convert to an RA-Aus Pilot Certificate. After talking to a CFI at one of our FTF's, becoming a student member and undertaking conversion training in one of our aircraft, the pilot is ready for a flight test. The CFI ensures all requirements are met and once the flight test is successfully completed, sits down with the applicant and fills out a Converting Applicant form. This will also include an Endorsement Recognition form, because the pilot has experience with navigation and radio procedures, and may even hold retractable undercarriage or constant speed propeller endorsements among others. The CFI photocopies the pilot's logbook for proof and may send many pages to the office for processing. This is a recommendation from the CFI to Operations for the issue of a Pilot Certificate for this pilot.



The next step in the process involves Kelly or Narelle, our membership assistants, who complete the assessment of the information based on guidelines produced by Operations, and process the paperwork. Provided there are no areas of concern, the pilot will soon be the proud recipient of a new Pilot Certificate card with all the appropriate endorsements. If there is an area which appears ambiguous or not valid, Kelly or Narelle may phone Zane or me for clarification, or contact the pilot or CFI for further information. If you have contact with one of the office staff for any reason, please remember they are requesting information based on the Operations Manager's requirements and as such the request should be treated as if it came from Zane or me.

Technology changes offer another area for Operations to stay abreast of issues like the clarification of the use of iPads and similar technology in the cockpit. (We are waiting for a response, because CASA is still assessing the potential issues or problems with using these devices.)

A typical day starts with answering emails, writing letters, answering the phone, etc. We

receive enquiries from the office staff who process the paperwork on Operations behalf, reports from CASA and Airservices regarding VCA's, emails from CFI's, Instructors and pilots. We have to write reports for CASA, ATSB and Airservices, articles for the magazine, proposals for the Board, along with monthly reports to the Board about our activities. We are constantly in contact with Adam Finn, Technical Manager and Dean Tompkins, Assistant Technical Manager regarding potential aircraft issues, phone contact with office staff, and we fit in FTF inspections to 180 plus schools across Australia as well. As part of our FTF audits, we also assess maintenance aspects of the FTF aircraft on behalf of the Technical Manager.

The Technical Manager has similar responsibilities for the administration, registration and oversight of aircraft. Adam and Dean deal with the same issues as Operations; however they relate to aircraft compliance, registrations, maintenance and modifications. They must constantly research latest trends in maintenance, human factors for L2's, L3's, L4's, keep abreast of Airworthiness Directives, Service Bulletins, manufacturer modifications, legislative changes and more. I am sure in future issues of the magazine Adam will provide detail of the work he and Dean do.

The CEO is also assisting Operations re-writing the Operations Manual, because there have been many areas which have undergone changes in the intervening five years since Issue 6.

On the office floor, we have staff specifically responsible for issue and oversight of ASICs, administrative tasks like taking member payments for memberships, aircraft registrations, administration of the organisation's financial affairs, and much more. These are the front line people you speak to when you ring the office. They work very hard to keep up the high standards members have come to expect.

Behind the scenes are many other volunteers who assist as requested with tasks ranging from writing exams, to researching constitutional change, creation of training programs, website creation, accident investigation and assisting with events such as Natfly, RA-Aus and more. The Board is a large part of this volunteer effort and are a good point of contact for members to raise issues they believe need to be addressed.

I hope this has given a glimpse into the world behind the scenes of RA-Aus.

"Flying is a lot like playing a musical instrument; you're doing so many things and thinking of so many other things, all at the same time. It becomes a spiritual experience." 🎵

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Whales

have right of way

THE whales are heading north again and the Australasian Environmental Law Enforcement and Regulators Network has activated Operation CETUS to protect them.

Operation coordinator, Luke Bond, says federal and state governments will work with New Zealand environmental protection agencies for the operation.

"Whales, especially those traveling with new calves, are vulnerable and can become defensive when disturbed by aircraft and boat engine noise and crowding," says Luke.

"It is the responsibility of all vessel operators and pilots to navigate and adjust their route around the whale's movements to maintain the minimum approach distance. The laws do vary between states so we urge people to check the laws specific to their local area."

Whale approach guidelines apply to all low flying aircraft. These include tour operators, charter flights and helicopters.

Last year, officers had words with 50 commercial whale watching vessels and 340 recreational boats. (But no pilots by the look of it).

For more information visit www.environment.gov.au/whales



Restricted airspace by Zane Tully

PLANNING to avoid controlled airspace is the responsibility of all pilots. The same responsibility applies to avoiding Military Active Restricted airspace.

There may be a misunderstanding among our members that, since the most recent amendments to CAO 95.55, we are able to fly through Military Active Restricted airspace. However, flight into Active Restricted airspace is not permitted by an RA-Aus pilot certificate holder piloting an RA-Aus aircraft.

Active Restricted airspace is to be considered the same as Class 'C' airspace for the purpose of complying with the regulations. There-

fore, a pilot who does not comply with all of the requirements of Section 7.3 of CAO 95.55 should plan to avoid the airspace with more than the appropriate required margin as per AIP ENR 1.1 section 19.12.

- +/- 1nm from 0-2000'AGL**
- +/- 2nm from 2001'-5000'AGL**
- +/- 4nm from 5001'-10,000'AGL**

Just to recap; Section 7.3 of CAO 95.55 (in part) requires the PIC to hold a current and valid CASA licence and a controlled airspace endorsement, as well as holding a current and valid RA-Aus pilot certificate (among other re-

quirements) prior to requesting a clearance for entry into the airspace.

Check NOTAMs for activation times of Military Restricted airspace and monitor area frequency for airspace activation updates. GPS should never be used as a primary navigational source, nor should it be used as the only means of ensuring sufficient distance from an airspace boundary. GPS frequently uses a different aerodrome reference point, and so the often heard excuse that, "My GPS indicated I was outside the boundary", is no justification for a Violation of Controlled Airspace (VCA).



Reflections *on navigation*

by Juris Greste

ANC - Aviate, Navigate, Communicate. After keeping ourselves safely aloft, the next most important responsibility is knowing just where we are.

I want to offer a few observations and thoughts to those on the threshold of going beyond the training area. The formal training from the best manuals and instructors, together with the quite extensive flight planning information forms, can all be a little daunting to someone just starting out.

But it need not be as complex and challenging as it might appear at first.

I do not question the importance and value of doing a full, old fashioned flight plan. However, once aloft, it seems that some economies and shortcuts can be made without creating hazards. When flying on your own and with your right hand on the stick (as in a Jabiru), managing a lot of figures and writing with your left hand can create unnecessary stress and distraction.

But first, to the charts themselves. I am embarrassed to acknowledge that on my last nav,

had I followed my track, I would have ended up in Canberra instead of Narromine.

I had meticulously matched up the edges and corners of two adjacent charts instead of the longitude. I could not work out why my track on the chart was not the same as on Google until the penny dropped.

The borders of all WACs do not line up, as is the case with the Sydney and Armidale charts. So it's important, when your course runs over multiple charts, to make sure you line up the meridians and latitudes correctly before plotting.

It is worth examining the charts very carefully. As well as picking the more obvious landmarks such as major roads, towns etc., maps also show less prominent features such as mine sites and railway sidings. In wheat country, rail sidings usually have silos which are easily visible from the air. It is also useful to look at Google Maps which usually shows helpful ground patterns, often not on the charts. However, check the date of the Google photograph. A forest could have been cleared or a lake dried up.





I find having to frequently look at my flight plan, as well as my chart, is not helpful. So the more information I can add to the chart the better. Books on navigation formalise this, but for me there is too much to pay attention to and record. The longer or more frequently I look down at my log or chart, the more I go off heading or attitude. Thus, whatever preparation can be done to keep my eyes on the horizon, the better.

I discovered that almost everything can be put on the chart – LSA, track, heading, waypoints and landmarks, time intervals and ETA's. Once ground speed is established or confirmed, it is not too hard to monitor my progress against the various features selected. Of course my ground speed is likely to vary, but unless it's more than a few knots, the arrival times are not too difficult to adjust. Keeping my finger on the last landmark or marking it off distinctively helps to save time and concentration looking down to locate it.

In cross country flying manuals, all the entries and markings are so neat and tidy it is quite intimidat-

ing. Unless I had a big navigator's table, I could not do it in flight. But it doesn't matter how tidy or what size my notations are, as long as they are there and I can read and understand them. It took me a while to develop my own way of recording information.

There is no substitute for the flight computer, but using it single handed can also be awkward. So I have made a table of flying times over 10 miles at ground speed intervals of 5kts. If your ground speed range is not likely to be much more than 20kts, this list will not be too long. It could even be mounted somewhere on the panel so you don't have to look for a separate piece of paper. Laminate it and stick it on with masking tape.

The designers of aircraft interiors could be more helpful to visual navigators. I keep my pencil (with eraser on the end of it) in my shirt pocket. But, it would be even better if a pencil holder was provided somewhere up front within easy reach. The limited number of LSA's I have flown, none has provided an adequate chart or flight information storage facility (in A4 size). It seems

it would take no more than a couple of clips on the side of the door.

Human factors keep reminding us that dehydration can present a serious hazard. The solution seems to be to fill myself like a camel before take-off. However, what goes in quickly in large volume often also wants to find its way out fast. Pity no aircraft I know of has a water bottle holder so I can slowly replace the water I lose. It seems such a simple thing to do. A loose water container, rolling about the cockpit could be as dangerous as a dehydrated pilot.

Some of the digital flying and navigation aids available today are quite awesome, as are the iPad based back-up systems.

But as antiquated as it may be, I enjoy old fashioned visual navigation to add interest to my flying and the pleasure of the view from the top.

Of course, there are many relatively featureless parts of Australia. But much of the time I wouldn't care to be flying on auto-pilot, even if I had one. Aren't we there to enjoy our flying and not just sitting back? 🤖



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PILOT NOTES

Bantam B22s

Engine: Rotax 582, 325 hrs ttis.

While the aircraft was climbing through 400' after take-off the engine made a loud bang and stopped immediately. The pilot made an uneventful landing in a paddock adjacent to the runway and exited the aircraft. Initial inspection of the engine suggests that part of a big end bearing assembly came adrift and fouled the rotary intake valve, causing the valve to seize and shear the cross drive on the valve shaft.

Jabiru J160C

Engine: Jabiru 2200, 700 hrs ttis.

While on cruise, the engine failed without warning. Emergency procedures were carried out and an engine restart was attempted without success. The pilot made an emergency landing in a paddock and exited the aircraft without injury. The aircraft was later examined and it was discovered that the flywheel retaining bolts had sheared and the flywheel had dislodged from the crankshaft.

Drifter A582

Airframe: 550 hrs ttis.

While the aircraft was rolling out after landing the right hand undercarriage leg snapped. The right wingtip contacted the runway and the aircraft came to rest after skidding for about 8 metres. The leg broke cleanly and it appears that it may have been "over hardened" during manufacture. This fault has previously been the subject of Airworthiness Notice AN 020610-1. The aircraft sustained damage to a wingtip and the belly tank was ruptured.

Jabiru J160

Engine: Jabiru 2200, 1320 hrs ttis.

After a normal run up and take off, the engine experienced severe vibration and loss of power. The instructor took control and landed the aircraft in a paddock. As it rolled out after touchdown the nose wheel sunk into soft soil and the aircraft nosed over into a near vertical attitude before falling back to rest on its wheels. None of the crew was injured but the aircraft sustained damage to its propeller and wings with possible further damage.

Arion Lightning

Pilot experience: 67 hrs, 4 on type.

Conditions: Nil wind or turbulence.

The aircraft bounced on landing. The nose wheel contacted the runway and collapsed. The left main wheel then collapsed as well and the propeller struck the runway. The aircraft came to rest with no injury to the crew.

Aeroprakt Foxbat A22LS

Engine: Rotax 912S, 440 hrs ttis.

Pilot experience: 530 hrs, 440 on type.

At the completion of a low level turn, the pilot applied power but the engine did not respond and an emergency landing was attempted. The aircraft struck the ground in a nose down attitude and skidded for approximately 30 metres before running into a ditch and coming to rest inverted. The pilot exited uninjured but the aircraft sustained major damage during the roll over.

Jabiru LSA

Pilot experience: 66 hrs, all on type.

At the end of a cross country flight, the aircraft's nose wheel collapsed on landing and the propeller impacted the runway. The pilot exited the aircraft without injury but the aircraft sustained damage to the nose gear and propeller.

Drifter SB 582

The aircraft was watched by several bystanders who noticed nothing untoward as the aircraft took off. But after take-off, the pilot looked back on completing his turn and saw what he thought was smoke emanating from the aircraft. Closer investigation confirmed this was fuel leaking from the belly tank, so a landing was carried out immediately and the engine shut down. A large dent and crack were discovered near the aft retention strap on the tank, caused almost certainly by the impact of a rock thrown up from the runway surface during the take-off roll.

Flight design CT2K

After an unscheduled landing due to weather on a cross country flight, the pilot was taxiing the aircraft to a parking area when he felt the nose drop suddenly. The right wingtip impacted a chain wire fence and the propeller

struck one of the metal posts supporting the fence, breaking the tips of two of the three blades in the process. The wing also struck the fence, sustaining slight damage. Investigation found that the nose wheel tyre had deflated.

Jabiru J230C

Engine: Jabiru 3300A, 753 hrs ttis.

As the aircraft began a turn after take-off, the engine missed and then regained full power before reducing to idle. The instructor attempted a restart which was unsuccessful and set the aircraft up for a forced landing into a paddock. It turned out to be a disused vineyard containing significant amounts of grape vine stumps and wire. As the aircraft touched down, the nose wheel struck an unseen stump and was torn off. The aircraft then flipped inverted and came to rest suddenly when an undercarriage leg was arrested by trellis wire.

Both occupants exited the aircraft. The student suffered slight neck pain from a seat belt. The aircraft sustained significant damage.

DEFECTS

Hughes Lightwing

Airframe: 446 hrs ttis.

On examination of the fuel plumbing system it was discovered the system had been modified, resulting in a loss of fuel supply to the engine when the aircraft was in a landing attitude with less than half fuel capacity in the tanks. Fuel flow between the tanks was also found to be restricted and the flow to the engine was also restricted where a supply hose passed the edge of the instrument panel. The system was completely re-plumbed to enable full flow of fuel at all attitudes in accordance with FAA requirements for the engine installed in the aircraft. The aircraft was also found to have a Northern Field compass fitted which resulted in excessive tilting of the compass card. The compass was also affected by electrical wiring installed in close proximity to it.



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2012 RA-AUS BOARD ELECTION STATEMENTS

Board Members Nomination List 2012

Nominations received as at 4.00pm EST, Friday 25 May, 2012

ACT/NSW (2 positions)

Michael Apps
Colin Jones
Paul Middleton

SOUTH QUEENSLAND (1 position)

Michael Smith unopposed

NORTHERN TERRITORY (1 position)

Cliff McCann unopposed

TASMANIA (1 position)

Eugene Reid unopposed

NORTH QUEENSLAND (1 position)

Steve Runciman unopposed

VICTORIA (1 position)

Rodney Birrell unopposed

Notes on Optional Preferential Voting System

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

A ballot will be held for the two positions available in NSW/ACT. Voting will close at 4pm EST, Friday 17th August 2012. Ballot paper is inserted in copies of the July 2012 magazine sent to members of the NSW/ACT region where a vote is required.

Counting of votes will be by the Optional Preferential System.

ACT/NEW SOUTH WALES

MICHAEL APPS

Who am I?

I have been involved in aviation since I was a schoolboy at the end of WWII. I joined the Fleet Air Arm in the UK and served for 25 years; resigned in 1973 and worked with industry and the UK government until I came to Australia to help with an RAN project in 1977. I married my wife, Elisabeth, in 1984 and we have both been involved in work with government departments in administrative and financial management roles. We have also run three successful businesses, including an airfield and flying school, up to the present time.

My aviation background

I have just under 15,000 hours in military and civilian flying, gliding and most recently in recreational flying. I have:

- Commanded three Squadrons in the RN and was 2IC of the UK/US HMS Jufair naval base in Bahrain, and was an RN instructor from 1951-1954 and 1970-1973;
- Owned nineteen aircraft including gliders and have three at present;
- Flown as a member of Warbirds Australia, running and taking part in air displays around Australia until 2002;
- Been President and CFI of numerous flying / gliding clubs;
- Flown parachute aircraft;

- Flown gliders since my schooldays and competed in gliding championships here and in the UK; been a gliding instructor from 1952 until early 2000 and the RTO (Operations) NSW for the Gliding Federation Australia for five years in the early 1980s: flown various types of glider towing aircraft and taught and examined pilots in glider towing;
- Been an AUF/RA-Aus instructor since the mid 1980's;
- Spent the past 14 years owning and running Polo Flat Airfield and Snowy Aviation Academy (as CFI) since 2003.

Why do I wish to offer myself for election to the Board?

My brief time on the board has confirmed I can make a useful contribution to the future of our organisation. Regulation and red-tape are restricting our 'recreational fun' and taking us down the path to the General Aviation culture of 'no you can't', rather than the more familiar RA-Aus attitude of 'let's see if we can make it possible'. I am pleased to say we now have a new board which seems to be taking us in the right direction. And, although there is still a lot of work to be done, I feel I can contribute and would like to be part of our future.

What can I offer Recreational Aviation Australia?

- Nearly 70 years experience in aviation,

mostly flying in recreational aircraft;

- About 32 years of managerial and financial experience in government and private enterprise, together with many years of work on boards of aviation clubs;
- 14 years running Polo Flat airfield; recent experience on the board and a vision of a bright future for our level of aviation.



In the course of this work, I have had to deal with the politics of boards, committees, government departments, vested interests and people who talk a lot and do very little. I am convinced recreational aviation is the future of general flying in Australia and I would like to contribute a lifetime of aviation and business experience to making this happen as smoothly as possible.

By-Law 4 declaration:

My wife and I own and run Polo Flat Airfield and the Snowy Aviation Academy, which is up for sale and has been subsidised entirely by my wife and I over 14 years. I have no other declarable aviation related interests.

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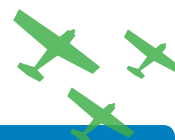
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COLIN JONES

Aviation Employment Statement:

I hold no positions in any aviation related organisation which pays an income, remuneration or honorarium.

Relevant experience:

- RA-Aus Certificate, flying out of The Oaks, near Sydney;
- Retired professional Engineer and IT Manager - Telstra & OTC;
- Retired National Treasurer(honorary) of APESMA, a major member based advocacy, not-for-profit (income exceeding \$20M - over 80 staff);
- Retired NSW Branch President of APESMA;
- Committee member of a number of small local social, sporting and youth organisations;
- Ashfield (NSW) Citizen of the Year, 2010;
- Australian Defence Medal (RAAF Reserve).

My involvement with recreational aviation is relatively recent. However, I have a life-long family association with aviation - my father and uncles were commercial pilots and my brother a LAME. An early decision to go to university limited my choices to flying or eating, and later, having a family had the same effect. Having the kids off my

hands meant I could once again indulge, now in RA-Aus, and it is bringing much enjoyment.

I am offering myself for election because I believe I have qualifications and a range of experiences which will be useful to the board and of benefit to the members. I understand there are issues of transparency and representation which are causing some debate, as well as how the organisation is travelling financially, as the representative body of the members and as the delegate of CASA.

As the board of a member-based organisation, the RA-Aus board must face these challenges which are unlike those of a public company where you can sell your shares and just walk away.

As a professional Engineer and IT Manager, I have had significant experience in turning needs into solutions using technology. This required making the business case, determining standards, issuing and selecting tenders, employing staff and ensuring that the solutions were implemented in accordance with needs, met requirements of timeliness, costs and utility.

As the Treasurer and part of the executive team of APESMA, I had oversight of the organisation which was operated by a CEO. The function of the

executive was to represent the members, setting the targets, budgets and fees and monitoring operations. With changes to the legislative basis of existence, there was regular need to review the rules of the organisation to ensure compliance and, as we changed through a range of mergers, to ensure equity and fairness of outcomes as well as representation and governance.

It is my intention to fly around and see a lot more of NSW from upstairs. I hope to meet more rec flyers. If I am elected, I hope to exchange views and gather the opinions of members, particularly those who can't get to NATFLY, the AGM or other RA-Aus sponsored events.

Recreational aviation is fun, deserves to be sponsored to the rest of Australia and needs better access to more airstrips, without that access being undermined or compromised by CASA, government or local councils.



PAUL MIDDLETON

I am pleased to advise our members that, at last, we have a board which can agree on issues. We are finally making progress on matters which have been crying out for attention. Just this week, an issue arose from a coronial hearing and the board was virtually unanimous in its reasoned and considered response. I am delighted to be part of that team.

Now that we are starting to make progress, I ask you, the members, to give me another term as your representative so we can tackle issues, such as the draconian requirements that have appeared in our Operations Manual, as well as other issues threatening our association.

Unfortunately, a recent CASA audit unearthed

some problems with the registration of mainly LSA aircraft, of which both the board and the office administration had been unaware. This resulted in the grounding of some aircraft while the anomalies were attended to. Our actions since that audit have been made in the interests of safety and the ongoing privileges of our membership. None of these actions was taken lightly or without full consideration of the consequences. Thankfully, the hard decisions were taken and our staff have worked with the importers and the builders to obtain a safe result. Yes, there is light at the end of that tunnel.

Remember, your board members are elected to represent you and work on your behalf in your best interests. The board members you elect need to understand aviation as well as have a depth of experience with our organisation. For those of

you who don't know me, I have been flying for 50 years and have held an instructor qualification for 45 years. I was your Operations Manager and Executive Director for just on 14 years. Presently, I am also your Association Secretary.

Before you vote, quiz your candidate for their opinion on where the organisation is heading and why they want to be a board member.

Declaration: I am an ROC/CFI/Senior Instructor and undertake those duties including some part time instructing in the southern area of NSW. I do not have income associated with these activities.



SOUTH QUEENSLAND

MIKE SMITH

I started flying in 1974 with Royal Queensland Aero Club at Archerfield. Over the next two years I completed my cross country endorsement, flying mainly Cessna 152 and 172 aircraft. As time went by I also attained endorsements on Cessna floatplanes, Cessna 210, Piper 161 and 180 and Beechcraft Bonanza. The six seaters became my favourites as they enabled me to take my parents, wife and children on some great flying trips.

In 1997, I embarked on a conversion to ultralights in the Thruster at Watts Bridge. I then purchased a very run down Thruster Gemini and rebuilt it from the bottom up. On flying the Thruster to various fields and meeting flyers from other clubs, I began to realise how enjoyable it was to fly basic aircraft. The ultralight movement provided a measure of fun and camaraderie that just doesn't quite happen with GA. That is not to say that GA doesn't have

a place in the scheme of things. However, our association, now known as RA-Aus, provides a means by which the average person, like myself, can not only afford to fly, but can also get a great deal of enjoyment out of their flying activities.

In 2000, I built the first Jabiru taildragger kit produced by the factory, following the successful prototype built jointly by Jabiru and Peter Kane from Western Australia. This aircraft had one of the early six cylinder engines and my wife Priscilla and I have flown in it over much of eastern Australia, as far south as Melbourne and west as far as Mt. Isa. We have attended thirteen out of the last fourteen NATFLYs, making many friends in RA-Aus and gaining a wealth of information at the seminars, (only missing out this year because of my son's wedding). 2011 saw the completion of a J230 Jabiru which Priscilla and I look forward to flying around the country and meeting more new friends.

So after years of enjoyment from the RA-Aus

movement I would like to give something back. I have never been in the army, navy or air force and I've never been CEO of BHP, GMH or Ford. I simply own and operate a tip truck business with the help of my wife. I don't promise to perform miracles or change the course of the Nile, but I feel that I can make a contribution by representing the average person. Let's get together over the next couple of years and talk about the issues that affect us all, so that together we can try and deal positively with those issues.

Please take the time to cast your vote at the upcoming election and I ask for your favourable consideration.

I do not have any commercial interest in any aviation related business.



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NORTHERN TERRITORY

CLIFF MCCANN

I started flying way back in 1973 with the Wellington Districts Aero Club and Victoria Airtourers. After going solo, I had a number of years break. A bit later on in life, I took up flying again at the Opotiki Aero Club (NZ). While living in Opotiki, I attended the Nelson Aviation College (NZ) and completed my commercial subjects. I gained my commercial licence and followed on with my C Cat (Grade 3 instructor rating). After completing my C Cat supervision, I went on to work full time with a number of students in Opotiki.

I then joined the Farmers Trading Company as a store manager and went on to manage six stores over the years, culminating in Manukau City - their flagship store. I had 150 staff and a team of 15 Managers reporting to me. These stores had large annual budgets and honed my business and people skills.

Wanting to try our own hand in business, my wife and I purchased a café business on Norfolk Island. We ran this for three years and developed it into a full restaurant, also taking on another stand-alone restaurant to further expand our stake on the island. After three years of this and super-long hours (and missing the flying trade) I felt the need for speed again.

I started my Rotary Commercial licence in Auckland at the same time as looking for employment, which has always been very tight in NZ. The only real alternative was to look further afield to gain experience. An old acquaintance, Blair Howe, kept annoying me to come and fly for him in his flying school and I finally relented. Here I gained my Grade II instructor rating and worked for two years under the CFI, Lloyd Henriksen. I travelled regularly to Kambalda on the weekends to teach students the art of recreational flying in Jabirus and Sportstars. This school had a large RA-Aus component and one which exposed me to everything from the humble Bantam to some of the more sophisticated glass ships. Also, while here I started my Command Multi-Engine Instrument Rating.

From there, I joined the Bunbury Aero Club and CFI, Leith Wilson, as an instructor and charter pilot. I also completed my instrument rating. We instigated RA-Aus training there also.

However while flying with BAC, having had the pleasure of completing a PC12 type rating, I then went on to complete my ICUS time. From here I was enticed by the Alice Springs Aero Club and earmarked for more management duties, so more training and

assessments for me to go through.

So here I am to date: a Grade 1 multi-engine instructor and CFI of the Alice Springs Aero Club with flight testing and English language assessment privileges, a General Aviation school and RA-Aus flight training facility. I am going into my fourth year here and love the bush and its flying challenges. We operate out of Alice Springs and Bond Springs, just to the north of town. We enjoy a steady stream of visiting RA-Aus pilots through Bond Springs, who we are always willing to help.

We also have a nest of students in Maningrida (two hours east of Darwin) which takes us far and wide across the Territory on training exercises and extended training stays here in Alice Springs. Our trips north are regular as we expand the ever-increasing demand to help the training industry and get people into flying. We are opening in Batchelor next. I have the benefit of a great support team around me and an open door policy and will endeavour to help wherever possible.



NORTH QUEENSLAND

STEVE RUNCIMAN

I think the majority of members will know me by my articles in the magazine. But for those who don't, my name is Steve Runciman and I am a volunteer for another term as the North Queensland Board member of RA-Aus. I am 47 years old and live in Townsville, North Queensland with my wife, Jane.

I continue to serve as an Officer in the Australian Defence Force. My current position sees me responsible for all logistical aspects for a unit of 200+ personnel, supporting exercises involving up to 3,000 personnel. I have worked with various committees and working groups, both as a member and in various senior positions, such as President and Chairman. In my current position I have a number of responsibilities and I am currently the President of the Workplace Health and Safety committee for my unit. I consider that I am well versed at representing the interests of members while at the same time working towards the overall improvement and growth of the organisation.

The opportunity for me to take to the skies came about in 2001 when I went to Florida for five weeks to learn how to fly under the General Aviation banner. I was first introduced to the RA-Aus by a friend shortly after arriving in

Townsville in Jan, 2008. I began my membership in RA-Aus flying a flex wing ultralight (trike) and have since obtained my fixed wing certificate and tail dragger endorsement.

I have already served for just short of two years on the board of RA-Aus. During my time I have been on the Executive, firstly as the Treasurer and more recently, I have had the honour to represent the organisation as President. I was involved in various activities with RA-Aus prior to becoming a member of the board, but since taking up the position of North Queensland representative I have worked hard for the good and benefit of all members and the organisation. I mentioned in my first election statement two years ago that I had helped, in a small way, with the NORRA-Aus fly in, which was an idea of the previous North Queensland Board member. I stated the first time that if I was elected, I intended to continue their good work in this area by building on the foundation they had laid and ensure the event went from strength to strength. I am pleased to say that the first NORRA-Aus was a huge success and I am just as pleased to say that NORRA-Aus will be on again this year in the October long weekend and it will, again, be held at MONTO. I will be at this year's NORRA-Aus fly-in and I look forward to meeting as many of you as I can over the

weekend and catching up with those who I have met before.

My intention, if selected to continue serving as a Board member, will be to continue to represent the interests of all members of RA-Aus, continue to improve on the flow of information, promote safe flying and to help the organisation in its quest to improve the privileges of its members. I will also bring enthusiasm, a willingness to work hard and a listening ear. There is still a lot of work to be done, many opportunities to improve privileges to be exploited and many opportunities to improve our organisation as a whole. As I continue to enjoy being a board member, I would like the opportunity to continue to work on the opportunities. I welcome discussing any point with any member and my number and e-mail address can be found in the magazine.

I can confirm that I do not have any commercial interest or involvement in the recreational aviation industry.





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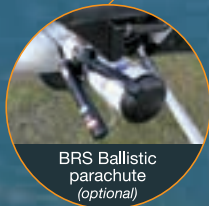
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VICTORIA

RODNEY BIRRELL

I have been privileged to work as one of the two RA-Aus Board Members representing Victoria during the last Board term. For those new to our sport, the RA-Aus Board is the policy making body of our organisation and it's ultimately responsible for the organisation's wellbeing. It is important to note RA-Aus Board member positions are not paid positions.

I work as a Senior Instructor and Pilot Examiner at AirSports Flying School, at Sunbury Airfield (North/West of Melbourne). AirSports Flying School is now the oldest sport aviation flying school in Australia. My flying background includes flying ultralight, sport and general aviation aircraft. I also have airline experience flying the Fokker Friendship and the Boeing 727.

Over the years I have built a number of aircraft including the SOL, Icarus II, Fledgling, a Pterodactyl and a Cobra. I currently teach in our flying school's Storch and Texan sport aircraft.

I was privileged to be one of the founding members of the AUF/RA-Aus and previously served the AUF/RA-Aus as its President and, later as one of the first AUF/RA-Aus Operations Managers. I believe I bring a degree of experience to the Board that will be of some value to RA-Aus.

RA-Aus is now at a turning point in its development. Unfortunately we are suffering from what, I

believe, are a number of poor policy decisions, as highlighted below. If not rectified, I believe we run the risk of having some of our freedoms and hard won privileges as sport pilots slide away from us. Frustration with the decisions and/or lack of decisions made has been highlighted with a number of recent unfortunate Board resignations.

With a very passionate, outspoken and independent Board of 13 it's difficult to get any reform proposals up and running, however as policies for the future I will do my best to:

- Get the right policy decisions accepted by the Board. As an example, we do need a RA-Aus policy with regard to the proposed Recreational Pilots Licence - we don't have one. As a policy position, we do not need a Recreational Pilots Licence operated by CASA when we already have a Recreational Pilots Certificate well managed by RA-Aus.
- Support the policy move to increase the maximum take off weight to allow our slightly heavier sport aircraft to fly with RA-Aus and also work to preserve the rights of our founding group of ultralight pilots (95.10).
- Support electoral reform within our organisation. RA-Aus has not had a Board electoral redistribution for many years. This has left Victorian RA-Aus pilots under-represented.
- Introduce a sport aviation hangar program where RA-Aus uses some of its reserve funds to build hangars around Australia for the use of RA-Aus pilots. Once established, these hangars could

be sold or leased to our pilots/aircraft owners and the returned funds use to build more hangars in other locations.

- Support the development of our national Fly-In, Natfly. It can and should become an even better aviation event.
- Promote the further development of the RA-Aus GYFTS pilot scholarship training program.
- Work towards a better integration with other sport aviation organisations.
- Support the fight against the closure of airports and encourage the development of new sport aviation airfields.
- Further upgrade the new RA-Aus website and Sport Pilot magazine.

My interest remains working for the RA-Aus. I offer to represent you by continuing to fight for sound reform and good policies.

I ask for your support at this election.

Statement Under By Law 4 – Rod Birrell currently works as a flight Instructor at AirSports, a flying school located at Sunbury Airport. It is a flying school he manages and owns. When not flight training, Rod works at AeroShop.com.au, a business he part owns which sells pilot supplies.



TASMANIA

EUGENE REID

Recreational Aviation has been my life since 1982 when I purchased the first single seat Thruster to ever roll off the assembly line. I taught myself to fly because flying schools used to be illegal and aircraft were not allowed to be flown more than 300ft above ground level, nor were they allowed to cross over highways. Unlike many pilots in previous years who became statistics, I had previous experience. My father bought three Tiger Moths at the end of the Second World War and I have been flying in Tigers since I was in nappies, but never solo.

Shortly after starting to fly ultralight aircraft, I represented Tasmania at the first board meeting of the Australian Ultralight Federation (AUF) in Canberra. How things have changed. We were sleeping three to a room, the accommodation wasn't glamorous, but the ideas that came up during the meeting were quite amazing. Most of the ideas and dreams from those days have now come true.

The biggest change that we didn't even dream of back then, were the type of aircraft that we have now. We were flying around at 40kts in single seaters, made of alloy tubing, sail cloth and marine fittings powered by stationary engines. We couldn't even imagine the alloy or plastic fantastics of today. It has been a privilege to have been on the board since the early times and being involved in all the changes along the way. I have been the longest serving board member, including eight years as President and one as Secretary. I have

played a major part in originally obtaining the right to fly above 5,000ft, because of Tasmania's 'Tiger Country' and crossing Bass Strait.

During my first term as President, I enjoyed working with our Operations Manager and CEO, Paul Middleton; these were times of major growth and many changes. I was involved in employing our first political lobbyist to fight the issue of all ultralight flying schools needing to have CASA AOCs (Air Operators Certificates). I also employed Lee Ungermann as the Operations Manager. He was promoted to CEO and is now head of the Sports Aviation section of CASA as well as being involved in the name change to Recreational Aviation Australia Inc.

During my second term as President, I and the board employed our CEO, Steve Tizzard, overseeing an office full of committed staff and managers and working with CASA towards a RA-Aus with better governance and safety management systems. I was directly involved with approval of direct crossings of Bass Strait, including legally flying via King Island, access through military zones for holders of both GA licence and RA-Aus certificates, 600kg for 95.55 aircraft and access to fly up to 10,000ft.

These are just a few accomplishments. But there are many more items which need to be addressed - such as additional aircraft weight, to allow many of our approved aircraft to be flown more safely and up to their maximum approved weight. It would allow a few more aircraft into our category

which now just miss out under current regulations and RA-Aus Operations in Controlled Airspace. We have to preserve the rights and freedoms we have now and continue with the building block approach. This includes appropriate education and training for the type and category of aircraft and airspace in which you wish to fly.

I have been running flying schools since 1986, starting with one of the first legal Thruster Gemini training ultralights. I was first training from Sandfly, then Ross, followed by Campbell Town, moving further north to Cranbourne and now George Town and Devonport Airports, with my company, Freedom Flight Pty Ltd.

I talk to many pilots on a daily basis due to my flying schools and telephone access at all times. If you need representation on any problem that the RA-Aus can help you with, or any ideas for more improvements and freedoms, contact me at any time.

Ultralight and recreational Aircraft have been my life since the AUF / RA-Aus started and I look forward to representing Tasmanian and Australian recreational aviation for another term and helping all members to fly 'higher'.



2439 FOR SALE JABIRU J-170C



24-5281. Airframe 1750hrs, Engine 350hrs on new factory recon. engine, latest mods carried out by Jabiru factory. New tyres, Dynon 10 EFIS plus analog instruments, Garmin 296 colour GPS, Transponder, external charge connector, lambs wool seat covers, spats as new, adjustable rudder pedals, strobe, L2 maintained. Always hangared. One owner since new. \$65,000 incl GST. Phone Bill 0429 054 205.

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. \$105,000 + GST. Phone 0411 471 273 for more details.

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 Ultra light, cruise at 75Kts with over 4.5 Hrs. endurance. Hangared at Maitland. \$11,500 ono. Ph Col 0411 522 916 or email col.burrows71@gmail.com

2663 AERO PUP



2 seater only flown 30 hrs. Fitted with Jabiru 6 cylinder engine. \$45,000, cost \$55,000 to build. It takes only 5 minutes to fold the wings back to put aircraft on a car trailer Ph. 0412 421 032

2671 JABIRU SP 500/6 19-3717



Well maintained and hangared. 449.5 hrs. 123kts @19lhrs hr. Sweetapple cruise prop, custom extractors, 10 ply mains, 85ltr tank. STD gauges + electric turn coordinator, volt meter, fuel flow meter. XCom VHF & headsets, + UHF & 2xGPS. Grim voltage regulator, Anderson jump start plug. 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 265hrs, this aircraft has been hangared, service records up to date. Many other extra's \$125,000, call Mark on 0448 387 828.

2696 DRUINE TURBULENT AT100



19-4864, built under 101.28, brand new with permit. Runs well with 0 flying hrs. 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. \$19,000. Ph.: 02 4351 1437.

2760 JABIRU J230C



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. \$70,000 + 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

About Members' Market Ads

MEMBERS can e-mail, fax or post market ads to the RA-Aus head office. Stampils Publishing does not handle market ads. Payment by cheque, money order or credit card must accompany ads which must be paid prior to publication. Deadline is the first of the month, one month before the cover date. RA-Aus accepts all major cards (except American Express and Diners Club). Text - \$15 (50 words maximum - text will be edited when it exceeds

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hrs since overhaul. UHF and ICom VHF Radio. New tubeless tailwheel. Long range fuel tank. Flies great and well maintained. \$15,000 Hangered in Helidon/Toowoomba area. Complete spare engine and gearbox also available. For more info ph Paul 0427 622 176

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 Nil accident. Magnificent to fly 231 Hrs. \$75,000 Ph. 0429 457 759

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.

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.

2823 XT912 - AIRBORNE TRIKE



New sst wing with only 45hrs, base 450hrs, excellent condition, no incidents, always hangered and covered. Set up for touring, c/w covers, pylon bag, o/night covers, landing light, bar mitts, engine cover. Trailer available.

For further info please phone 0419 518 353. Making way for new aircraft.

2835 FLY SYNTHESIS TEXAN TOP CLASS 600



Manufactured December 2007, excellent condition, always hangered, 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, carb 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 O200 - 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 hangered, BEAUTIFUL BIRD. \$27,000 the lot neg. Phone Nigel 03 6383 9452 (Tasmania)

2877 THRUSTER



582 rotax t/t frame and motor 357hrs skins

good. \$12,500. Ring Brad 0449 798 809.

2908 GEMINI X



Rotax 503 DCDI. Zero time after factory re-build. New wing & aileron skins. Dual EGT & CHT gauges, 3 blade prop, B gear box. Nil accidents. Registered in 19 category. Aircraft & engine owners manual from factory delivery. TT approx 260hrs. Good original condition. Partially dismantled for inspection in carport. Genuine collector aircraft, one of only 1/2 dozen left in existence. \$7,700. Ph: 0412 751 823. Located central QLD.

2910 SABRE RVX



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

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 ft hr. Asking \$44,500. Ararat/Geelong area. Ph. Doug 03 5255 2971 or 0409 084 589. dpark221@gmail.com

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

MEMBERS' MARKET

history + Log Books + Manuals + Wing Bag + some consumables. \$28,000. Ph.0427 963 066 or (07) 4661 4742.

2942 TL 2000 CARBON STING



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

2946 JABIRU 160



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

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.

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.

2966 ZENITH 601 HDS



Partially completed firewall back kit: (Re-advertised) Empennage and right wing completed, left wing part completed by retired Flight Engineer. Construction log with photos, all special tools to complete, CAD plans and PDF construction guides included. More info: <http://www.zenithair.com/zodiac/601-hds.html>. Call Bob 0427848148 \$16,000.

2969 BOORABEE MK 2



Well maintained and always hangared. Engine: Jabiru 2.2. Radio: Icom IC-A22E. Aircraft and engine- 150 hrs. Exterior of the plane is Stitt's Covering. P.L.B.: XS-4 GPS included. Instrument fitted: flow meter, oil pressure & oil temperature gauges, tinytac, V.S.I., compass, hour meter, C.H.T., twin strobe lights, visibility lights, intercom- two headsets. Fuel capacity- 100 litres. Price: \$22,000 Firm. Gladstone QLD. Ph: 07 4978 1172

2971 KITFOX 111



Reg 28-4154 Rotax 912 TTIS 540 hrs. LAME built and maintained and always hangared. Instrumentation includes AH, VSI, and engine instruments. 100litres fuel. A great versatile plane, a joy to fly. Cruise 75+ kts. at 14litrs/hr. \$38000 Ph 03 5978 8212.

2972 JABIRU 170-C



2007 factory built Jabiru 170-C for Sale. 750 hrs TT in service, with engine replaced at 575 hours. Level 2 maintained and all A/d's completed. Always hangared. Factory repaired early 2011. Perfect for club, training school or personal purchase. Price \$62,000. For more details phone Graham 0427 472 349.

2973 BANTAM B22S



Absolute fun, very easy to fly. 2 seater side by side. Always hangared, full instruments, flaps, ICOM radio, two headsets, 100km/hr cruise, dual throttle control. Rotax 582. Low hours good condition, very short takeoff and landing. No accidents, car trailer is ideal for transport, \$21,000 0417 646 075 Whitsundays Qld.

2975 2006 FLIGHT DESIGN CTSW



437 Tach, Hobbs 500 since new. Always hangared. Dynon EFIS D100/D120. Bendix SkymapIIIIC, Becker AR4201 COM, Becker BXP6401 Mode S transponder, TruTrak Digiflight IIVS A/Pilot. Neuform electric constant speed prop. Matco brakes. Tundra option H/D undercarriage/wheels. FD highback leather sports seats plus much more. \$119,000 NO GST. 0402 079 444 or (08)9341 7819.

2980 ARION LIGHTNING



19-7194 professionally built 2011, TT 40hrs Dual controls and toe brakes for PIC, MGL Odyssey glass panel, MGL radio, ASI gauge, Leather seats, Electric flaps & trim, Adjustable pedals, Jabiru 3300, 6cl engine, Aircraft hangared at Horsham, Victoria. Heart health issue forces sale. POA, but less than 100k. No GST. Ph Bill 0468 323 396, email: punga.iwi10@gmail.com.

2983 AIRBORNE



Outback 582 Tundra. Ex Cond. Original Wizard 3 wing 160 hrs, set-up twice only. Micro-air radio and Lynx interface 2 helmets and headsets. Base 430 hrs. Brand new Rotax 582. 6 Month Rotax warranty. Bolly Prop. \$26,000 with new motor or \$19,500 with original motor. Geoff WHITE. Phone 03 5122 3489 or M: 0437 073 400

2984 AIRBORNE T-LITE

22hp Bailey Engine. Core wing. Helmet, Headset and Icom radio. Disc brake. 2 Months old, 9 Hours flight time. Air-Borne demo model. \$18,000. Over \$3,000 off new price. Geoff WHITE: 03 5122 3489 or mob.0437 073 400

2985 AUSTER J5P



Auto car, 1956 vintage. In good condition, but wings off and engine needs re assembling. Lots of re built parts and has been stored in my shed. Airframe is in good

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order, no corrosion, fabric is good. New ground and matched crank, new piston rods, all there waiting for someone who can do the job. Phone Peter after 6pm weekdays 03 5797 8456 or email .pgraydvr@fastmail. fm \$10,000, just need to recover purchase cost.

2986 JABIRU SP6



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

2987 JABIRU SK



TT 211hrs. 2200 engine overhauled by Jabiru at 140 hrs. New Prop. Good Panel, includes VSI, DG & EGT. Icom radio. Garmin GPS III Pilot. 2 headsets. Strobe. Custom stripes. Wheel spats. Always kept in hangar. Located Bunbury WA. \$38,500 ono. Hangar also for sale \$20,000. Ph Greg 08 9586 3964.

2988 ESQUAL VM1 EUROPA



6cyl Jabiru 3300 engine (125hp) - 178hrs only. Excellent Condition - Leather Interior. Always hangared Garmin GPS. Rego 19.3839 / till 2012 \$90,000 (No GST). Contact Jim on 0407 768 701.

2989 GATTON AIRPARK BLOCK

This airpark has matured. Quality owners, quality homes, quality lifestyle. Best available block in final stage, dresscircle location, 38 meters frontage, direct access to grass strip. Easy living with safe flying environs. Retired jet captains as neighbors Negotiate a price. Owner 07 3880 1623. dallasdoll@bigpond.com

2990 AIRBORNE TRIKE



IMMACULATE Airborne Trike Edge Executive STREAK WING. FINNED SPATS UPGRADED SEATS GarminGPS, IcomA22 Radio, Helmets & Headsets, 3 Onboard Cameras, Soundsystem, Strobes, Travel & Dustcovers. Larry Larder, Crosscountry Bag, Stoneguard plus MANY SPARES. Optional Trailer Available. Engine and Airframe 312 hours Wing 60 hours You will not find one of these in better condition, it rivals newer models with nothing to spend! \$16500 ONO Martin 0402 348 653 Adelaide

2991 ROTAX 100HP

912ULS. Serial Number 5652722. 1300hours. Full Service History. 700 hours to T.B.O. \$8,800 inc of GST. Contact: John Marsh 0429 673 641.

2992 AEROCHUTE DUAL



TT 120Hrs. 2 seater. Rotax 503. Excellent condition. Peltor head sets. Lots of fun. Simple, safe and fun to fly. New aircraft on order. \$10900 ONO PH. Ian 0409156 931 or email: ianholmes3@optusnet.com.au

2993 SPORT CRUISER



New November 2009, Rotax 912S 100hp. Only 165 hrs, immaculate condition, nil accidents, all analog instruments, transponder, Garmin 296 GPS, Airmaster, const speed prop [Warp Drive blades], cruises at 105 knots at 5000 rpm & 19 litres/hr, always hangared Would suit Flight school, could change prop to ground adjustable WarpDrive[USA] if required RA Aus reg, CASA Certificate of Airworthiness, can be GA registered. Delivery in Aust. by arrangement...asking \$114,000 Phone Frank...07 4634 5007 or 0411 102 079 email frankfrancis7447@gmail.com

2994 MORGAN STORAGE HOIST



Brand new and never used, now surplus to requirements, suit lightweight tractor aircraft, \$4500- as is where is at RFC Hanger Gympie Aerodrome contact Ross by e-mail on prebblesafe@hotmail.com or Mobile 0407 083 016 no offers please.

2995 AIRBORNE XT



Suit new buyer, 53 hours, top of the line Airborne XT 912 SST. Ex factory January 2010, SST wing, Disk Brakes, Tundra Wheels, High windscreen, SKY DAT G2X avionics, Training Bars, Log Books. Microair M760 radio dual channel

monitoring, 2 x Icaro helmets, 2 x Lynx head sets, pilot/passenger intercom, dust covers, engine cowl, wing bag. Rotax 912 engine, carby heating, electric start, Bolly prop. CASA approved and tested to 6G +ve and 3G -ve. Always hangared, checked over by Airborne, now stored at their factory. PRICE \$59,000 ono. Frank 0439 496 562

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2996 CARBON CUB SS



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2997 AIRBORNE XT 582 TUNDRA



Year 2009.T/T 190 hours as at 28/05/2012.Cruze wing, white. Rotax 582 UL99, oil injected, electric start, new battery, intake & exhaust silencer kit, Icom radio, new Lynx interface, Lynx

head sets. Excellent condition, always hangared, no accidents or hard landings, regularly flown and maintained. Can send more photos. Located at Ballina, NSW Price \$32,900 o.n.o Contact: Peter 0420 419 172 a/h 02 6687 6246 Email: seaview92@gmail.com

2998 VANS RV12

Rotax 912S, Icom flip/flop radio, transponder, Comes with complete of wheel spats. 7 hours total. Still flying off hours. For Photo email: briananddale9@bigpond.com \$75,000 FIRM . Brian 07 5546 2251 or mobile 0421 025 129.

2999 JABIRU 160C



24-5403 2008 Factory Built Excellent cond L2 maintained Always hangared 380 hours All normal instruments plus Dynon D10A, Garmin transponder, Lowrance GPS, Ext charge plug, Nil accidents or damage, pleasure to fly Phone 03 5199 2715 or 0402 292 715. \$57,000

3000 ROTAX

582 Engine complete with E type gear box, full exhaust system, radiator and all hoses. Also four blade Brolga Prop. All in excellent condition. \$4,000. Ph: 03 5499 8277.

3001 SAPHIRE 447



Good condition. \$8,200 o.n.o. Ph: 02 4443 8307.

3002 2 X ROTAX 582

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3003 LIGHTWING GR582



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Wings, Warbirds and Wheels was the **cat's miaow**

THIS is Peta from the Maryborough Aero Club at Wings Warbirds & Wheels in May. Face painting was high on her "to do" list when Peta took a break from helping serve at the Aero Club Sausage Sizzle stall.

More than 100 aircraft took advantage of the superb weather to fly in to visit Maryborough.

Two prizes were given out at the official dinner Saturday night- one to the unfortunate pilot who wrote off her lovely gyrocopter while landing at the airstrip on Saturday afternoon (she appeared non too worse for the experience) and the other to the pilot of a Warbird who managed to make a reasonable landing despite having a flat tyre. 🐾



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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