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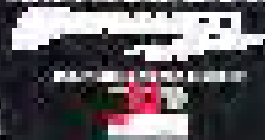
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Get Involved! Have Your Say! Send in stories, articles letters and photographs. Let everyone know what your club/school/group is up to. Make sure we all know when your fly-in is coming up. And don't forget to send us photos of the big day. All contributions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

WHAT IS RA-AUS?

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

WHAT QUALIFICATIONS DO I NEED TO LEARN TO FLY?

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

WHERE DO I START?

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

FINDING YOUR NEAREST FLIGHT TRAINING FACILITY (SCHOOL)/CLUB

Email ops@raa.asn.au



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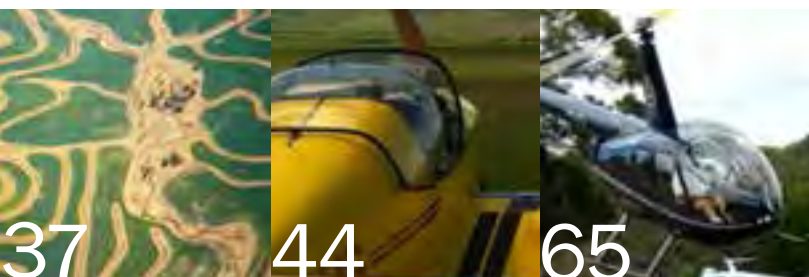
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President's Report

STEVE RUNCIMAN



LET me begin by welcoming you to the New Year, I hope and trust that you all had a good break and are refreshed to begin the New Year with vigour. The achievements for the organisation during 2011 are too many to mention individually, but probably the highlight of the year was the introduction of the changes to the CAO 95 series which saw an increase to aircraft weight up to 600kg, access through military airspace if cleared, use of airspace up to ten thousand feet and direct flights across Bass Strait for safer crossings due to weather. There were also a number of staff changeovers throughout the year and, although the new incumbents had huge shoes to fill, I am pleased to say that they have all stepped up to the plate and the transition has been seamless. Without doubt, 2011 was an extremely busy year for the staff and board of RA-Aus and all indications are that this year promises much of the same.

In a previous article, I told you that we were expecting the CASA Audit. I told you I would report the findings and let you know how it all went. At the time of writing this, we are still awaiting the official full report, but we did receive a verbal report during the exit brief on November 25. The audit went well in all areas except LSA aircraft. It was found that some of the required documentation was not held on the files in the office. Immediate remedial action began, which resulted in the owners of aircraft affected by this being informed in a timely manner and corrective action taken to obtain the required paperwork. Our systems and

procedures have been updated to ensure that similar occurrences do not happen in the future and we will continue to look for improvements in this area. While it was disappointing to have received a negative comment from the audit, this should serve as a reminder to us all that we all have responsibilities with regards to ourselves, as pilots, and our aircraft. We must all ensure if there is a requirement to produce a certificate or a particular document as part of our registration procedure, we must do so in a timely manner. We must also ensure we keep our pilot qualifications current; ensuring we do our BFRs on time for example. I would urge you all to take this as a reminder and do a complete check of all things aviation. We obviously all do our pre-flight checks before taking off, but in addition to these checks we should all take the time every now and then to complete other checks; check your aircraft registration, your pilot certificate, your qualifications status, check that you have, and carry, all the required documentation in your aircraft, check your logbooks and your aircraft maintenance manuals, check the RA-Aus website, or the aircraft manufacturer's website for the latest Airworthiness Notices and Bulletins and make sure you have complied with them and so on.

Reading through the December edition of the magazine, an article caught my eye which was entitled 'Losing a member'. Obviously no organisation likes to lose members, which is why I will say that if you are dissatisfied with any aspect of your organisation, please contact your local board

member and discuss the matter with them. It may be that a simple 10 minute chat to a board member may result in a quick resolution to your problem or concern. If they are unable to give you an answer immediately, I am sure they will all do what they can to get you the answer.

I said in my first article as President that I could say with confidence there is a lot of work ahead and I gave some examples. At the time of writing, the restructure of the sub-committees is almost complete and I can see the members of those sub-committees getting to work on specific projects in the very near future. I also stated there was work to be done on the constitution and I hope for the board to be able to work on this in the coming months, so we are in a position to present the suggested changes to the membership in time for it to be voted on at the next AGM. Obviously this is a huge task and any assistance we could get would be very much appreciated. If there are any members out there who would be willing to give up some time to assist the board in the review of the constitution, please contact your board member in the first instance.

If you are a member of RA-Aus, aviation is either a passion or a necessity, or maybe both. Whatever your reason for flying, please ensure you do it safely and stick within the rules and regulations. Unfortunately, 2011 saw a number of RA-Aus pilots involved in accidents, some of which resulted in fatalities. Let's all take our time to check and check again and commit to keeping ourselves and others safe while we continue to enjoy our love of aviation. 🇦🇺

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calendar of events

Moot Yang Gunya Festival and Mundulla Show

3 March

We would love to have enthusiasts fly into Bordertown, SA. Shuttle service to Mundulla Showgrounds. Blessing of the Horse Sunday at 7:45am on the main oval, followed by an entire day of show jumping, dressage and harness events. Vintage machinery display, giant pumpkin competition, yard dog competition, ute muster, indoor and outdoor trade sites, camel & Clydesdale/heavy horses on display. For more information www.mundullashow.org.au



Tyabb Airshow

4 March

Flying operations began at Tyabb, Victoria in 1962. This milestone will be the theme of the 2012 Airshow. Proceeds of the show will benefit local charities, boost the town, the aero club and private aviation. For more information www.tyabbairshow.com.au

Hamilton Aero Club Fly-In

10-11 March

A great weekend in Western Victoria. Aerobatic displays, joy rides in a Tiger Moth, parachute jumps. Dinner Saturday night, Brekkie Sunday. For more information David Gough 0428 528 295 dfgough@bigpond.net.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.

Wings, Warbirds and Wheels Fly-In

12-13 May,

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

Lightweight Aircraft Association Annual Fly-in at Yarrowonga

24-25 March

Trikes, RA-Aus and VH aircraft are all welcome. BBQ lunch Saturday, Dinner Saturday night. There is plenty of accommodation in Yarrowonga, but book early. We expect to be joined by the Sonnex and the Jodel flyers, and the RV group is always represented. For more information, Lachlan Wishart 0417 586 012.

Tumut Aero Club Fly-in

25-26 August

The 2011 Fly-in was the biggest aviation event ever held in Tumut; however the numbers of ultralights were easily outnumbered by general aviation aircraft. The club is actively promoting Recreational Aviation in the Tumut area, and would like to see more ultralights at this year's event. The 2012 Fly-in will celebrate 55 years since the opening of the first airfield at Tumut. For more information Simon Smith president@tumutaeroclub.org.au



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JANUARY star letter



Each month the editor chooses one of the Letters to the Editor to win a great prize. The Star Letter next edition wins two Sporty's DVDs. "Flying Glass Cockpits" and "Flying the Garmin1000" valued at \$39

★ A Jetstream of thoughts

I'M cooped up at home in Pottsville Beach, on leave from school, recovering from a recent operation. As is often the case, getting too little time in the air and behind the controls. I own a Hughes Lightwing Sport 2000, which is hangared in Ballina and flown around the coast and northern rivers from Pottsville to Yamba and west to the ranges.

The most exciting aviation related occurrence that can happen here on some days, is if you are lucky enough to be down on the beach when an FA - 18F Super Hornet, returning from the Evans Head bombing range to its base at Amberley, in Queensland, screams past at low altitude and close range just off the beach. At the very least, it makes the hairs on your neck stand on end, and if it's really low, your mouth goes dry and a lump forms in your stomach. As my school students would say - 'fully sick'.

Normally it's all good - but today, at 10.45am, the FA - 18F wasn't alone in the sky. Directly over my house, which is about 500 metres back from the beach, was a Cessna from one of the flying schools at Coolangatta. Pilots regularly use the area over Pottsville and Wooyung as a training area, flying at altitudes from 1000 to 1500ft.

Also in the air, and less than one kilometre south east and at 500ft over the water, was the yellow Tiger Moth, based at Tyagarah, near Byron Bay.

After the usual excitement of watching the FA - 18F howl past, lifting and banking slightly as it passed Hastings Point and Cabarita headlands, I looked up at the two other aircraft and put myself in their place. I regularly fly over Pottsville and then south, down along the coast at heights between 500 and 1500ft, and wondered if the pilots had even noticed its passing, at quite close proximity.

Recreational pilots use radios and our observational skills to see and avoid other aircraft, but unless you have been made aware on your radio, the possibility of seeing and if necessary, avoiding an FA - 18F, flying at 500ft at an airspeed of possibly 600kts, would be almost zero.

When we fly south towards Evans Head, we contact Brisbane Centre to find out the status of the Evans Head bombing range, but at any other time when we are flying along the coast, in this area up to Pottsville, we have no way of knowing when another FA - 18F might be rocketing north along the coast, in airspace we might also occupy. This leads me to ask what systems and processes do the crews of the Super Hornets have at their disposal, which will enable them to locate, identify and avoid other aircraft, which may be using the coast airspace?

Today, there was no near collision. The Cessna and Tiger Moth pilots flew on, probably blissfully unaware of the jet's passing, but I know next time it's me up in the Lightwing, I'll be thinking about today, have my eyes peeled southward, just in case, and hoping the RAAF boys are on the ball - at 600 kts things are

going to happen pretty fast.

- Geoff Price

Ed - Geoff, I, too, have been up there over Pottsville when the heavy stuff has gone past lower than me and much, much faster than me. I just hung on and hoped that he could see me. And the next day, I went out and bought a second hand Mode C transponder which I use all time, so he and his fast friends can see that I'm there.

A spat over tyres

I AM writing in to alert readers to a potentially dangerous situation I encountered. I recently purchased a second hand Jabiru 160 and was in the process of installing a dual caliper brake modification when I found that the inboard walls of both main tyres had been deeply scored to the point that they were unserviceable.

Investigation revealed these gouges had been caused by the screws holding the spats together, coming into contact with the inner walls of the tyres as they rotated. At first, this seemed strange as I could detect no evidence of rubbing when I spun the wheels when the aircraft was sitting on the jacks or when it was rolled back and forth in the hangar.

I replaced the tyres and refitted a spat using the same screws in an attempt to confirm the cause of the damage. This revealed that although they came very close, they still cleared the tyres when the aircraft was rolled or taxied normally.

A little deductive reasoning leads me to be-

Something to say?

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Maybe it's you and your completely reasonable opinion about the world of

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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.)

lieve that the only time the screws would have touched the tyres is when the aircraft was landing. The walls of the tyres will bulge outwards as they take the weight and the screws will dig into them. This could be even more pronounced if the air pressure in the tyre is lower than recommended, allowing the sides to bulge further than normal when weight is applied.

Another possible cause for this interference is if larger profile tyres than recommended are fitted without due consideration for clearance.

For me, this discovery has highlighted the necessity for ensuring that manufacturer's recommendations are adhered to and fixing or mounting screws are not mixed up. They are different lengths for reasons which may not be immediately apparent.

This particular issue wasn't picked up during the daily pre-flight checks because the inner walls on the main tyres are mostly covered by the spats and would only be detected by a specific check (which I will be performing from now on.) And my spats are now secured by screws of about half the length of the ones used previously.

- Graeme Matheson

In defence of paper

Reading Dave Briffa's letter in the November issue of the magazine compelled me to write in support. I began down the aviation road in 1990 and like Dave's instructor, mine impressed on me the need to get a hold of a copy of the VFG. From this little orange coloured aviation bible, I learned much about practical aviation and regulations and was dismayed when it was discontinued (I still have it in my bookshelf). I was somewhat relieved when it was reintroduced only again to be disappointed.

I may be giving my age away, but I am more comfortable with paper between my fingers than an electronic device, because I know it is reliable. It does not need power, it does not matter if you drop it, it does not mind being left inside a hot cabin and it does not suffer from viruses.

Spending 12 years of my working life in the IT industry only deepened my conviction that it is a mistake to rely on electronic devices. One must always have a back-up system available to instantly fall back on when the electrons fail and I am dismayed to see businesses grind to a halt when the computers fail. As pilots, we all know the truth of this, always have a plan B and even better; have a C and D as well.

For example, just the other day, I walked into my local hardware store just after opening time to buy some sand and gravel. I was informed the new computer system was refusing to play ball and they could not help me. I was not impressed and asked them to use their manual back-up system so I could be served and on

my way. Their reply was they had none! I then asked; did he know the price of the items I was after? He answered he did. Not a problem I said, here's the money, now load the bags in my car. It was like some long lost gem of knowledge had returned and with a look of 'why didn't I think of that,' proceeded to fill my order (had I been in a large unnamed hardware store, this sort of logic would probably have failed to gain traction). What is happening to us? Why do we think the computer will always see us through?

So yes, Dave, I am on your side. The best device, in my opinion, for the carriage of knowledge is that invented by Johannes Gutenberg almost 500 years ago. Long may his contribution to knowledge reign.

- Anthony Coleiro



Winners!

Every edition, the best letter to the editor wins a great prize. Get yours in.



January winners

- **Letter to the Editor**
Geoff Price wins a copy of 'Your Pilot's License.'

December winners

- **Letter to the Editor**
Mark Pearce wins an Airbox Clarity GPS worth \$899.

• Story of the Month

Frank Heine wins a great RA-Aus wet weather jacket.

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On a Wing and a Chair

ON April 28 2011 at 11am, British paraplegic pilot, Dave Sykes set off on an epic solo, record breaking microlight journey from York, England to Sydney, Australia to celebrate 81 years since Amy Johnson became the first woman to fly solo to Australia.

This feat of aviation saw see Dave Sykes pass through 19 countries, and fly more than 11,600nm.

Along the way, he flew over hostile terrain and long stretches of sea and deserts, while also encountering testing meteorological conditions.

After four months, Dave landed on August 25, at Bankstown airport after 277hrs flying. This is his story.

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A new look for a new year



OBSERVANT readers will have noticed that the front cover of Sport Pilot Magazine this month looks a bit different.

The board has decided that the magazine should play up more that we are pilots who fly for recreation, and so the word "Recreational" is to feature more strongly in everything we do.

The January edition of Sport Pilot Magazine is also the biggest edition we've done. It's up to 76 pages, on its way eventually to 100 pages.

The magazine is proving widely popular with members. The stories and photographs keep coming in at a healthy rate. We want to keep hearing from you.

- Brian Bigg, Editor

Training support for young Australian flyers

APPLICATIONS are now being accepted for grants from the 2012 Airservices Australia/RA-Aus flying training support funds. Details can be found on the RA-Aus website - www.raa.asn.au Flying training financial support from the Airservices Australia funds will be available to ten young flyers between the ages of 15 and 20. Financial support for ten students between the ages of 21-24 will also be available from the RA-Aus member's GYFTS funds. The applications and full supporting documentation must be received by 31 January 2012.





Foxbat spreads its wings

DOUGLAS King, formerly of Zimbabwe, has become the agent for Foxbat A22LS aircraft for Fiji, New Caledonia, Papua New Guinea, Tonga, Vanuatu, W. Samoa and New Zealand.

His company, Lite Flight Green Ltd, operates closely with Foxbat Australia agent, Peter Harlow for sales, service and back up for the A22LS.

The company also offers membership of 'Light Flight Rec-

reational Aircraft Association Fiji' for pilots who want to go flying during a holiday to the Southern Pacific islands.

Light Flight Green has also sold its first A22LS to Wes Rujiene, based in Pukekawa, south of Auckland. Wes is a successful and well known Auckland businessman with a passion for flying. He has a superb grass airfield on his farm in Pukekawa, where many pilots drop in for a cup of tea and a yarn.



New Pipistrel trainer

EUROPEAN light aircraft manufacturer, Pipistrel has announced the release of its latest training aircraft, the Alpha trainer.

The company says the main undercarriage, made of composite material, has been reinforced to handle the hardest landings even at MTOW, which provides for a full fuel payload of nearly 500 pounds. The undercarriage is designed to be strong and durable, thus capable of accepting bad landings by pilot-students. The new nose leg is 5cm shorter, lowering the nose and improving the visibility during taxiing. Propeller clearance is not sacrificed because the aircraft uses a smaller

63" diameter fixed pitch propeller.

The Trainer has a new central 55 litre fuel tank which has a large opening so it can be filled directly from fast flow avgas pumps found at most airfields. The capacity will give the aircraft at least 400nm range with reserves at normal cruise speeds of just under 110 knots. The Pipistrel Alpha trainer is fitted with the Rotax 912 80hp engine. The trainer will come with extra heavy-duty seat fabric and no wheel spats. The wing design is based on the already successful and proven Pipistrel Virus SW aircraft.

Visit the website for more information: www.pipistrel-usa.com.



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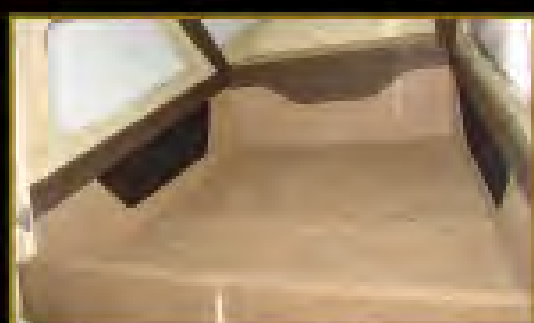
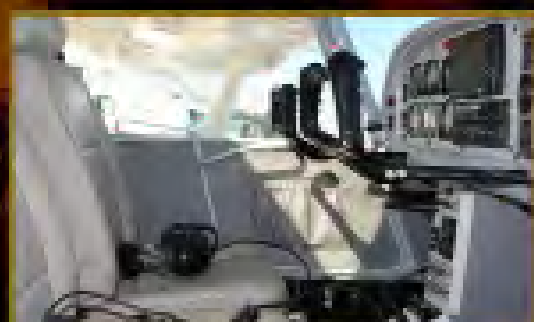
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New Registration Numbers

by Steve Bell, RA-Aus Technical Manager



THERE is confusion about what aircraft can be used in a flying school. At the moment, these are aircraft with the following prefixes: 24, 25, 32, and 55. Since these numbers were first used, there have been a number of new aircraft categories made available to RA-Aus members. So it has been decided to introduce some new numbers prefixes, (these number will only apply to aircraft registered after February 1, 2012). These are:

The old numbers which will continue:

- 19:** 51% amateur built
 - 24:** All factory built aircraft
 - 25:** Old factory built #
 - 28:** Old amateur built #
 - 32:** Trikes and Powered Parachutes
 - 55:** Old factory built #
- New Additional Numbers**
- 26:** LSA (non-experimental) aircraft
 - 17:** Experimental LSA including some 32 aircraft
 - 33:** Amateur built Trikes and Powered Parachutes

12: Type certified GA aircraft (not experimental).

Numbers are no longer used, but the current aircraft meet the specifications, so they will not change.

So what numbers can be used in a flying school? These are registrations beginning with 24, 25, 26, 12, 32, and 55.

These new numbers have been introduced to permit better management of the different certified aircraft. ✈

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A Lightwing

by Rob Knight

with speed



>> With a cruise of 104kts and a modern cockpit, the SP is stylish and speedy.

PREFIXED "SP", and named the "SPEED", "Howie" Hughes' newest Lightwing is very snappy to the eye. With its low wing and large windshield it promises excellent visibility and its flowing lines predict a performance to match its name.

Nick Hughes, Howie's son, fitted his tall frame easily into the front seat and my shorter one was just as comfortable in the wide cockpit. I adjusted the rudder pedals then looked across the Speed style instrument panel. The tachometer, ASI and altimeter sit to the left of a recessed section displaying the glass panel. In the recess, to the right of the glass presentation, sit the manifold pressure gauge for setting the power when using the CSU, and the VSI. Below the recess, lie the instruments indicating the health of the engine. Above us was a row of airline style tumble switches including the ignition and other electrical services. The arrangement is imaginative, logical, easy to use, and makes the cockpit seem larger.

Controlling the Speed's castering nose-wheel with individual toe brakes and propeller slipstream against the big, classic Lightwing rudder was easy as we crossed the apron to the holding point. Then, with checks complete, we taxied onto runway 06, lined up and gently applied full power. This is where the most unique design feature of this pretty little aeroplane, the side mounted stick, would prove itself. With just finger power, the weight came off the nose as we passed through 50kts and the aeroplane flew itself into the air at 60. Wow! You could fly this plane with the precision of a surgeon - muscles are redundant. Needing no trim adjustment, the Speed quickly settled at its Vx of 65kts and the VSI steadied at 1050fpm;

performance a-plenty due to the variable pitch propeller. There was little turbulence to upset the attitude, so I couldn't check on the Speed's stability, but it felt very solid - a good, safe platform for aviating. Climbing turns were easy, the stick was light and responsive and the rudder was very positive. There was just a little overbanking tendency.

Level at 2000ft, the ASI settled at 104kts IAS with 28" Hg (throttle setting) and 5500rpm. This was so Gooooood. The old yardstick of 1 mph per hp was history; the Speed had bettered that at 1 knot per hp. In the level flight attitude, the nose was low and the visibility excellent all around.

Turns were straight forward. The rudder pressures were light and rudder coordination to counter adverse yaw was easily accomplished. While at 45 degrees bank in level flight, the ASI held steady at 104kts, a 60 degrees banked turn did need full power to maintain height and speed against the rising induced drag, a feature of the low aspect ratio wing. Left or right turns, each was as easy as the other, and the lookout was a simple task. The low nose allowed me to return to the correct level flight attitude with ease. I found the layout of the controls excellent - the side stick and the throttle fell easily into my hands and the arrangement made flying the Speed an easy task. The side stick is an innovative and winning item with no drawbacks.

As I suspected, the stall at 40kts indicated was a non-event - except for the high nose attitude - another attribute of low aspect ratio wings. Again, the side stick was easy to use and fingertip light. Regardless of the aeroplane configuration, each stall was preceded by a deepening buffet and then a gently nose sag, with lit-



>> Elixxxxxxxx

tle or no tendency for it to fall off on a wing. Instant recovery came with appropriate forward stick, and the IAS rose quickly. Stalling in both left and right turns gave a buffet with the nose sagging towards the lower wing. Recovery was quick, smooth, and very positive. This aeroplane has every attribute that a good stall trainer needs.

Closing the throttle provided a nose pitch down but little appreciable yaw. The small elevator trim change was easily countered by a tiny movement of the trim wheel nestled beside the throttle. We steadied at the best glide speed of 70kts. The nose was low in the glide with superb visibility of the world ahead; an important asset in an emergency when looking for a field. Easily trimmed to fly hands-off, it would be a simple matter to set up a glide while carrying out emergency procedures.

Our return to the circuit saw us with no traffic other than a parachute dropping Cessna lurking somewhere behind us. Again, low wings made lookout in the circuit simple and positive.

Downwind, we called for a touch and go, and base turn saw the power pulled and the speed slowly reducing. As the airspeed settled below the VFE of 80kts, we set the electric flaps to "half" and the speed washed back to 70kts. A quick trim change and we were turning final. It would be easy to feel crowded if trying tight circuits before having mastered this aircraft's slipperiness.

The touch and go was an easy flare, a comfortable float, and then no bounce. Just a little rumble and squeak as the wheels touched the tarmac before we added power to go around. The yaw caused by the power change was easy to correct with just a light touch of right rudder, and we climbed away at the right speed and just the smallest adjustment of nose down trim to hold it.

The second approach was again done with half flap. This time there was a rising crosswind from the left and I noticed on the climb-out that countering both the asymmetric blade effect and the aircraft weatherecocking due to the crosswind was easy with the available rudder.

For the last approach we used full flap, steepening our path considerably with just a trickle of power as we crossed the boundary fence to flare on the runway numbers. This time the float was less, but the landing was just as good as the previous two. The rollout was easy, still with ample rudder authority even as the airspeed diminished. We used minimal braking but had we needed to, we could have stopped the Speed with a very short ground roll. This is an impressive aeroplane.

If I was looking for a recreational aircraft, and especially if I was looking for a training platform, I would have to consider the SP 2000 Speed. I would ask Howie for just one modification – a flap indicator on the right wing (as well as the left) so the instructor could read it too.

This aeroplane looks like a thoroughbred, and flies beautifully with its racy lines and superb cockpit layout. It has an excellent flight handling envelope. It's a real pilot's aeroplane, and it's made right here in Australia. What more could you want? 🍷

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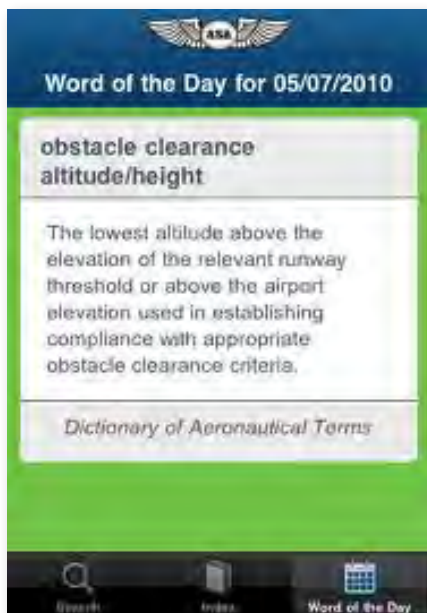
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The advertisement features two images of the Carbon Cub SS. The top image shows the aircraft in flight, banking to the right over a landscape. The bottom image shows the aircraft on the ground in a hangar, viewed from a low angle. A sign for 'CUBCRAFTERS Certified Sales Center' is visible in the background of the hangar. A YouTube search bar is located at the bottom left of the advertisement.



Aviation Dictionary by ASA



Apple Store, \$10.49

AVIATION is an industry full of terms, acronyms and technical language. This Aviation Dictionary app is based on the popular book Dictionary of Aeronautical Terms by Dale Crane and helps

users understand all the words, abbreviations, acronyms, and phrases in the different disciplines of aviation. The most complete collection of aviation terminology available from a trusted resource in the aviation training industry, this app explains as well as defines more than 10,000 terms and includes nearly 500 illustrations to further define and aid visual recognition. This app is compatible with iPhone, iPod Touch, and iPad, features a comprehensive search, a scrollable index to access the complete database of terms, and a Word of the Day function to help you learn something new. Don't like this term? Shake the device to see a new word.

All specific to the aviation industry, the terms have been gathered from Federal Aviation Administration (FAA) regulations, the Aeronautical Information Manual (AIM), the Pilot/Controller Glossary, and glossaries from government handbooks and manuals. Also, many definitions not found in any government publications are included.

This complete, handy dictionary app is the definitive reference source for the entire aviation industry — including administrators, pilots, aviation maintenance technicians, colleges and universities, air traffic controllers, manufacturers, engineers, government

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Editor's choice

Brian Bigg

ATEC ZEPHYR

IN my role as editor, I often get to fly a lot of different types of aircraft. And, to be honest, I am yet to fly one I didn't like.

If someone goes to all the trouble of designing, building, distributing and selling an aircraft, it's usually because there's something about that aircraft that people want.

When reviewing them, it's a matter of finding out why the aircraft was conceived in the first place and determining if it does that thing well. There's no point criticising the lack of baggage space in an aircraft designed to be bashed around the circuit by students. Baggage space is never going to be an issue. Just as there is no point dismissing the long-range cruise potential of an aircraft which trundles along at only 50kts, if it was designed solely to fly cheaply enough to get people with small wallets up into the air. More than just about any other machine, aircraft are very mission specific. As long as it does well the mission you want it for, it's the perfect aircraft for you.

Which is how I approached the task of buying my own. For years, I had idly flicked through the 'aircraft for sale' advertisements, dreaming of one day owning this speedster or that roomy limo. Most of them were out of my price range and I was stuck paying the hourly rental rate at the Aero Club whenever I needed to scratch my aviation itch. My wife could never understand how an hour in the air, going nowhere, was worth more to me than using the same amount of money to buy a week's groceries.

Come the glorious day when I actually had enough money to consider purchasing my own ride, I was faced with too many choices. Six months later and no closer to a decision, a friend recommended I look in my logbook and use that as a guide.

My logbook told me that 90% of the time I flew, I was on my own. The other one, two or three seats I paid to take aloft with me, were used

mostly to hold maps. My logbook told me that 90% of the time I flew, I went round and round in the same spot, either doing circuits or conducting quick, local flights after work or at weekends. I was quite surprised at just how few navs I had done over the years. So having a big four or six cylinder engine and a retractable undercarriage merely made my pre-and post landing checklists long and complicated and my wallet emptier.

I decided that my flying future was not going to be terribly different from my flying past, so it made my choice to go recreational an easy one. But which one? Just like now, the RA-Aus scene

I was looking for, all in one package. A beautiful looking aircraft, and later when I flew one for the first time, I found it was a beautiful flying aircraft too. I was sold on it right there and then. Sales agent, Barrie Sigley, never had a fish land in the boat as easily as I did that day.

Looking back, the whole business of buying it, waiting for it to arrive in a shipping container, putting it together and getting it registered, seemed to whiz by. It wasn't, of course. Everything cost more than expected, as these things always do. The construction was sometimes well beyond my ability, but fortunately I had expert help. And coming to terms with the fact that I was now personally the mechanic in charge of a complex piece of machinery took some getting used to.

But the endless hours of joy she has since given me cannot be overstated. (Of course she is a "she". Her name is Mimi, after my daughter's imaginary friend. My daughter designed the paint job too) We have roamed around this country for hundreds of hours together, going places I would never have gone in a car. Knowing her limitations has kept me from making several

bad decisions. She has been there to soothe me after a hard day's work, or when the whales are heading up and down the coast are just begging to be viewed from the air. And even if I don't fly her for a while, she is simple enough and forgiving enough to make me feel like I am a good pilot, even if I'm not. She only costs the same as a beer and a packet of chips to run, so I don't get the same level of grief at home. That's also meant I have been able to fly much more than I could ever have done in the past.

I have not once regretted my decision to buy her. I have been to Narromine and Temora many times since and I always take a walk around the parking bays with one question in my mind. "If I was to sell my Zephyr what would I buy instead?" I'm yet to find one that even comes close.

I told the family to jump in the car while I had a quick look. I would be back in a few minutes. They came to find me two hours later. I had walked around the corner and discovered a shiny white Atec Zephyr. It was everything



>> The editor and 'Mimi' arrive at Watts Bridge together

was bursting with new models and I swung backwards and forwards between possibilities.

I prowled around fly-ins, talked to pilots, read the literature and confused myself with the depth of my research. And it meant nothing. Because, ultimately, it turned out to be a matter of love.

I had dragged my poor, tortured family around the Great Eastern Fly in for hours, looking to see if the glass slipper fitted any of the models on display there. The heat had eventually driven us back to the car, but on the way, I noticed there was one display area I had overlooked.

I told the family to jump in the car while I had a quick look. I would be back in a few minutes. They came to find me two hours later.

I had walked around the corner and discovered a shiny white Atec Zephyr. It was everything

PETER HARLOW

CEO of Foxbat Australia



Less is more ... more or less

RECENTLY I have been reminded just recently how lucky we are to be flying modern recreational and light sport aircraft.

I have a PPL and an RA-Aus Pilot Certificate, both day VFR licenses to fly light, single engine aircraft in good weather conditions. Normally, I fly in either a Foxbat or a SportStar - quite different aircraft in many ways, although both are Light Sport Aircraft (LSA) 2-seaters powered by the same type of Rotax 912ULS 100hp engine.

However, I have also been flying in some GA types - partly to keep up my PPL time and partly to experience some different flying characteristics and keep my skills sharp.

First up was a Cherokee 140, a venerable old plane, once the mainstay of many flying schools, now out-dated by various newer Piper models, like the Warrior. I was the guest of the owner, an old friend of mine. Pre-flight checks completed, we climbed aboard through the single, passenger side door. Point one: LSAs almost always have two doors, one on each side; the single door makes it quite tricky for the pilot to get into the left-hand driving seat. Point two: space inside the 140 is very 'friendly' - we were quite tightly packed. I am used to much more elbow and shoulder room.

We taxied to the end of the long bitumen runway and engine checks complete, lined up for take-off. Slowly the plane picked up speed and I remarked to my friend that I normally give the engine full throttle for take-off...to which he replied: 'This is full throttle'. At this point I was seriously wondering if the 1,000m runway was long enough. Point three: in the Foxbat (and most other LSAs) the aircraft is off the ground in about 100 metres. We eventually lifted off and started to climb at about 400 feet a minute. Point four: LSAs typically climb at close to or more than 1,000 feet a minute, even two-up.

Next up, was a low-time Vans RV-7A, complete with a 180hp fuel injected engine and constant speed prop. Wow, I was looking forward to this! With its tilt-up canopy, it was much easier to enter than the Cherokee, but felt just as snug inside. The fuselage sides are quite deep, giving you a feeling of sitting very

low in the cabin. The panel had a serious array of modern digital flat screens - in fact, a complete 'glass' cockpit.

All the usual checks completed, we set off down the runway. Acceleration was very brisk and, although lift-off speed was around 65kts - about 30kts faster than I am used to - take off roll was short and the climb well exceeded 1,500 feet a minute. In very smart order, we were at 5,000ft with the autopilot set and going at a fantastic cruise speed. The glass panel showed an initial fuel burn of about 47 litres an hour, soon leaned out to about 37 litres an hour, or about double what I'm used to. But we were TAS-ing (as they say) at over 170kts. Point five: you can go fast but you sure use plenty of fuel, even allowing for the compensating speed difference. The Cherokee was even worse in this respect. A cruise speed of 100kts burns about 28 litres an hour.

Last but not least was a Liberty - a very nice (and in my opinion much underrated) low wing aircraft. Apart from sitting on the wing to get in - OK if the wing is dry, but try it on a dewy morning - entry is very easy through the big gull wing doors. There is plenty of space inside and a modern, part-glass panel to look at. Take-off was very leisurely, a bit like the Cherokee, but cruise speed was much better. The FADEC engine management system helped keep the fuel burn down and overall the aircraft felt stable and pleasant to fly - probably an ideal trainer. But the fuel burn and landing speeds are still much higher than your average recreational and LSA aircraft.

Point six is more of a personal one. I like my flying low and slow, preferably in a high-wing aircraft, where you can look at the ground and all the interesting things down there. There are a few GA high wing aircraft which fly this way, but see point eight below.

Slow also means that, in the event of a forced landing, you should walk away from it. As an example, most GA singles land at around 65+ kts. The LSAs I'm used to, land at more like 35-40 kts. Point seven: kinetic energy squares with a doubling of speed, so there's a lot more to dissipate when you land.

Point eight is about maintenance. No need for a diatribe here - it's a fact GA aircraft (even the RV if you didn't build it yourself) have to be maintained by a fully qualified engineer. Which can get expensive. Privately owned recreational and LSAs can be owner maintained, with the right experience and basic qualification.

Point nine is a whole mash-up of things: in (mostly air-cooled) GA aircraft, you cannot just pull the throttle back to descend or you run the risk of shock-cooling and damaging the engine; the Rotax is liquid cooled, so there is far less danger of shock-cooling. Most GA aircraft seem to drink oil as well as fuel - typically around a litre every 10-15 hours. Contrast this with LSA engines like the Rotax, which use very little or no oil between changes. Modern LSA engines also have electronic ignition, which is more reliable and needs less maintenance than the old technology magneto systems.

Now, this article is not intended to be an endless criticism of GA aircraft, which are absolutely right for many purposes. Most of them are built like a proverbial brick outhouse and are much more durable than recreational and light sport aircraft - which are necessarily built to strict (low) weight and cost limits. For example, GA aircraft stand up well to the punishment meted out by flying schools, agricultural and parachuting operations. And if you want a commercial licence, GA it has to be.

But I can't help but feel that modern recreational and light sport aircraft are set for continued growth well into the future as more and more pilots drop their prejudices and discover the enjoyment of owning and flying a recreational or LSA aircraft.

They are smaller (at least outside), lighter, more nimble, and less expensive to operate. They take off and land more slowly, in smaller spaces and generally offer more room and space inside. Nowadays, you can fit 'glass panels' and even autopilots in LSA aircraft at a fraction of the cost of the GA equivalents. So, for the average private, sport pilot, even landowner, it is difficult to see any real benefit in going GA.

Less is more? Yes, more or less. 🍷

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We pilots are exceptional people. Fight your reflex to feign humility and just roll with it for the moment. We rise to the occasion, soar with eagles, fly in the face of adversity and inspire ground dwellers to devise magnificent descriptive metaphors with flying colours. We have achieved this greatness on skill and merit alone, so we have the right to feel a bit smug. Congratulations. Yay, us! So, of course, we are devoting our lives to bettering those of mere mortals. Right?

>> The AvTech Girls with the first Zenith CH801 to be built in Ghana



>> Below: Girls from Kete Krachi on selection flights with Patricia Mawuli Nyekodzi; From top left: First aid as required to those in need - the post-operative wound on Lydia Wetsi, a disabled student pilot, is being dressed; Lydia Wetsi, a disabled student takes a flying lesson from Capt Yaw.





>> From top left: Many of the parts are made from scratch using hand tools and skills learned at Kpong; making aircraft engine baffles for the Superiour IO360 engine used on the CH801 air ambulance; Patricia back from another successful flight in the MoM CH701 STOL aircraft she built.

Well, here are some angels who are.

In 2007, a young Ghanaian girl, Patricia, was chopping wood in the forest near her home and saw an aeroplane flying overhead. She walked to the airfield, asked for a job and was soon put to work clearing the airstrip by hand for Medicine on the Move (MoM). That one act changed her life. Now she is a pilot, flying instructor, one of the world's first female Rotax Engineer, and an inspirational speaker promoting safe and effective health care in rural communities all over Ghana. Now she is changing other people's lives forever. Quite auspicious for a girl from a mud hut.

Sound miraculous? It is. And it's the sort of miracle MoM performs every day. MoM's mission is "to improve the lives of West Africans by providing healthcare, education and regular medical services to rural communities in Ghana." It began in 1994 when Jonathan Porter (Captain Yaw) and his family visited Ghana and found the ground transportation network limited to only major cities, a nation with a life expectancy under 60 due in part to an insufficient number of medical facilities and poor to non-existent health education in rural areas. The obvious solution, to bring health care professionals and educators to rural communities by using factory built and regulated aircraft proved problematic due to, among a host of other things, Certificates of Airworthiness requiring original factory parts and not allowing for bush repairs.

Jonathan's solution was to create a local aircraft build and maintenance centre with a flying school to support flying doctors. It met strong bureaucratic stonewalling. In 2006 Jonathan's son, Matthew, required medical attention so urgent he was airlifted to the UK. By his son's hospital bed, Jonathan vowed to let no apathy, bureaucracy, inefficiency, mysticism or anything else stand in his way of creating a flying doctor service in Ghana.

In conjunction with another of Jonathan's labours, WAASPS (West African Aviation Solutions Proposal) MoM enables student pilots to conduct their flight lessons to "reach communities, monitor projects, conduct photographic research, and perform air drops for the purpose of MoM's humanitarian activities."

In a manner true to the heart of all RA-Aus members, MoM achieves these lofty goals in large part due to its use of planes like the Aussie X-Air (my main wings in Korea) for pilot training and the kit built, Zenith 701s and 801s, for logistics.

Because the X-Air is such a forgiving plane, it is used as the primary trainer. It is also used for banner towing but that role will soon be taken by the CH701s. 'It's all about range.' says the Cap-

tain. 'The X-Airs have 80 litre tanks and cruise at 100km/hr. The CH701s carry 140 litres, cruise at 120km/hr and can stay aloft all day.'

Nobody can proclaim the benefits of Zenith's aircraft better than the Captain.

"The CH701 is the most copied aircraft in that category around. It wins the game for a number of reasons.

1. The 701 can be plans built - meaning we can make with factory 'sanction' all of the parts in country should we need to;
2. T6 is an excellent corrosion resistant material for tropical applications;
3. Factory support is second to none - and they stand by their product like no other;
4. They are in use around the world, making CAA acceptance easier;
5. They fly like a dream and are robust, of simple construction and are easy to understand for first time builders.

The CH801 is the 'Mother' of the 701 and has incredible payload flexibility and power plant options. We chose the XP360 because it can run on low octane fuels."

The Zenith aircraft are proven rugged designs, purchased inexpensively and built using the most basic of tools. The CH701 and CH801 are renowned for their short take off and landing (STOL) performance, rugged all metal design, ease of construction, and basic field maintenance. They were designed from the ground up for off-airport operations.

Matching the right plane to the right mission is critical to success. Via the WAASPS, MoM is also using an X-Air H as a transition trainer from X-Air F to CH701 and above. The CH701 is primarily used as a mission plane flying aerial supply, aerial photo and long range support. Under construction, but held up due to monetary constraints, are a float equipped CH801 as an Air Ambulance and a float equipped CH701 as another mission plane.

This pilot, being passionate about the Sport Cub, had to ask why MoM wasn't flying tundra tyred tail draggers.

The Captain said it was simple. "Imagine a crosswind on every landing, gusting from any of 280 degrees and changing every few minutes. Approaching with a headwind and touching down with a 15kt crosswind or tail gust is not unusual."

So what does a pilot need to handle these conditions? "Passion, enthusiasm, humour..." Check, go on. "Love of people, a big heart,"

Do planes count as people and is that 'heart' thing between the throttle and the fuel mixture? "Preparedness for frustrations and perseverance..." Is that the stall warning

I hear?

"Ability to FLY the plane no matter what the weather does."

Recovering... "And the ability to work with maps that are wrong. Ability to read the weather from the sky, water and birds..." You have control, Captain Yaw.

Despite having volunteers from all walks of life (engineers, mechanics, biochemists, teachers, film-makers, bank clerks and many others) who "always gain more than they give," the biggest thunderheads to MoM's operations are not in the sky, but in the rarified-air-conditioned offices of bureaucrats. "We are flying uphill in a storm of paperwork," says Jonathan. "We cannot handle the cost of customs, duties and CAA challenges related to 'not-built-in-Ghana' items. So everything (like the desperately needed floats for the CH701 and CH801) must be in kit form."

The genius of using plan and kit built planes not only circumvents much of the expensive and time consuming red tape, but also enables the formation of the AvTech Academy (another of Mr. Porter's MoM Team projects) which trains up to four Ghanaian young women per year in aviation, engineering, first aid and many other skills.

Like Patricia, who wandered onto the field from the bush, MoM inspires these bright students by contributing to the servicing and staffing of field operations. As inspiring as her (and all the other creators and volunteers) stories are, it is important to keep in mind the people for whom they selflessly sacrifice their time, labour and care.

Someone like Lydia.

At the age of three, she was bitten by an insect and was treated with good intentions and a great deal of medical ignorance. She ended up being a 14 year old with a withered and misshapen arm. Jonathan and MoM discovered her in a village market. They have since provided her with modern surgery, physical therapy and respect. They have provided resources, education and care to enable Lydia to begin her flight training and give her the opportunity to become an inspiration and also "change lives one flight at a time."

For more information visit the website at www.medicinonthemove.org

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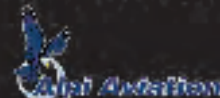


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Let the pilot training fly!



DID you know that among our instructor ranks there are some who will never actually let a student fly solo, but will remain in the aircraft?

Several years back, I was asked to help the police investigate an RA-Aus flight instructor who had been reported for fraud and other misdemeanours. During the investigation, one of his students told me he thought it strange he had never flown the aircraft solo, even though he was writing up command time in his logbook.

It turned out this instructor had told this student, and some others, they were flying solo because he was not touching the controls and was just like a passenger. Even the first solo was conducted with the instructor on board. The students were instructed to write these times in the logbook as 'command' time.

Dealing with the complexities of this matter was not easy because these students had to be sent on proper first solo flights and then build up (and pay for!) proper solo command time for certificate issue.

I am aware of at least two other, similar, cases.

Did you know, also, that among our ranks are instructors who will not give the students a go but keep on grabbing the controls?

Just last week, I had an email from a student who complained that every time she was on final, the instructor intervened by grabbing the controls to the point that she was having difficulty learning what it actually felt like to land the aircraft. This young trainee was confused and about ready to give flying away.

I can remember going through similar confusion.

I learnt to fly on the ubiquitous Tiger Moth,

which in those days was about the only basic trainer available. Because the flight instructor was sitting up ahead of you, you were never quite certain when you were totally in command or when the instructor was exerting pressure on the controls. It was only when he clambered out to send you solo that you realised that perhaps, indeed, you had been in some sort of control.

It takes some experience before a flight instructor gets a sense of just how far a student should be allowed to go. Mostly, we find that the less experienced instructor will intervene



too soon. But, of course, it is better to intervene too soon than to leave it too late and find a catastrophe on your hands.

So how do we know just how far we can let the student go? How do we judge just how heavy a landing is going to be and yet still be safe.

The short answer is that we don't.

All students are different both in their technical prowess and in their psychological make-up. Even if you think you know your student, they can still react inappropriately, do

the wrong thing and catch you out.

I can offer a few tips to the inexperienced instructor.

It is a big no-no to have your arms crossed and your feet resting on the floor while the student is flying, especially during critical phases of flight. If something goes pear shaped, by the time you untangle yourself, it may be too late to sort it out.

Always be ready to take control. Your feet should be resting lightly on the rudder pedals and your hands resting lightly where they can quickly move to the control column and the throttle or flap control.

Sometimes you may feel that the student will benefit from your guidance with your hands on the controls. In this case, don't try to hide what you are doing. In fact, you should make quite clear and even tell the student what you are doing.

Don't forget the place that your voice has. Keep the patter going, not only to offer reassurance but to also pick up on the first signs of deviation from the required performance.

It may sound obvious, but a flight instructor must concentrate on the task at hand. There must be a heightened sense of anticipation where the instructor is not only well ahead of the aircraft but is also anticipating what

the student may do.

There are some occasions where the instructor has to be especially alert to what the student may do. Those critical times are: during stalling, of course during take-off and landing, during simulated engine failure after take-off and during the go-round.

When it is all said and done, though, do let the student fly. That is the only way that they will learn that essential judgement and feel. 🐦

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

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Story of the month

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Standing tall by Helena Morton

MY question was a simple one.

"If I have a leg that doesn't want to bend or straighten, does that prohibit me from learning to fly?"

The response was emphatically, "No."

"Come out to Caboolture," I was told. "You can sit in our Drifter, Gazelle and Jabiru. We will go for a trial flight in the most suitable aircraft for you."

"When could that happen?" I asked eagerly and was told, "Anytime. An instructor would be available at 4pm today."

My stomach leapt. An instructor? What was I getting into?

My joint problem began in 1986. While mowing at dusk, I was bitten by more mosquitoes than I care to remember. I didn't think anything of it until six weeks later when I woke up crippled, my skin on fire and my joints so swollen I couldn't move. It was Ross River Fever.

I was 36 and just starting to feel my way in the world. Since then I have learned all about how Rheumatoid Arthritis can gradually destroy your body. The medical people have often suggested I should go on a disability pension. But I told them I would rather die in the gutter than give in to that. I have never considered myself disabled. I only ever focus on the things I can do, which far outweigh the few things I can't do.

Personal development courses encouraged me to set high goals. Learning to fly was one of them. I thought when I was earning \$1,000 per week, I would do it, but I never reached that amount.

And someone I knew, who was learning to fly, told me I would never pass the medical, so I gave up my dream.

But 11 years ago, I was on a building site (my business provides cleaning services for the construction industry). The foreman was always in a hurry to leave at lunchtime on Saturdays, for his Jabiru lesson. He looked at me and said, "You should learn to fly RA-Aus. It doesn't cost that much and you don't need a medical."

Which led me to the phone call and the appointment with "An Instructor".

I raced around the nightclub I had to clean (I had been cleaning seven days a week without any break for 21 years by this time) and just made it to Caboolture airport at 4.00pm.

I fitted into each of the aircraft. They suggested the Gazelle would probably be the easiest one to fly and up we went.

When we landed, I asked, "How does that thing stay up there?"

Moments later, I was in my first briefing. I was so naïve. I'd had no flight sims, magazines, or industry contacts to prepare me. Because I only had two free hours a week, I

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turned my occasional half hour of TV completely off and I began my training.

Since then I have been on a journey with challenges, highs, lows and plateaus. It is a journey where you never “get there”. No time in the air is wasted and every flight brings more knowledge.

There have been times of fun, some stress, self-doubt and the oh-so-sweet feeling of success. It is the result of a combination of personal commitment and the time, effort, persistence, encouragement from many instructors, dedicated to sharing their experience and their passion.

When I announced to the guys on the construction site as I cleaned their amenities, that I had “gone solo”, they said, “Oh yeah, but was someone with you?” as they looked sceptically at me. I said “No. I went solo!” They looked at me with new eyes.

My self-esteem has increased, more than any personal development course could ever have provided. I even take some of my business contacts flying and my business has grown.

Thanks to Trevor Bange at Clifton, I have soloed in a Drifter, and thanks to Zane, the Ops Manager for the RA-Aus, I have soloed in the Jabiru and Zane’s Tecnam Echo.

For the record, I did pass the GA medical, and with much further advanced arthritis too.

Thanks to CFI, Tony Stanton, and the dedicated, professional instructors at Redcliffe Aero Club.

No one could have been less prepared than

me when I made that first phone call enquiring about the possibility of flying with my bent legs and progressively deformed joints.

But each time the earth sinks away and people and their problems get smaller and smaller, life takes a new perspective. There’s no better therapy.

PS. I have to acknowledge the medicos at the Mater Hospital and my personal support team, for the success of my two recent knee replacements. I now enjoy standing up straight, walking around the displays at fly-ins and can even climb the ladder to check the fuel. 🐶

A passion like no other by Donna Russell

To think I never liked aeroplanes. Even as recently as two years ago, I was actually afraid of them. I’d always look up at aeroplanes and think,

“They look like they will fall out of the sky. I reckon if I go on one, I’ll crash”.

My first flight was from Tasmania to Melbourne with Jetsar. I flew with my best friend

for a festival. Before departure, I was strapped in as tightly as I could be in my window seat, clenching my fists and sitting completely still.

My fearless friend was bouncing in her seat because it was her first ever flight too.

I freaked out and told her to “stop bouncing! The aeroplane is moving!”

During take-off, I was sucked back into the seat by the thrust from the engines. It was unforgettable. Then lift off! I was airborne for the first time, feeling truly frightened and excited. The cruise was smooth and comfortable and the landing wasn’t as scary as the takeoff. I walked off the flight thinking “Why was I scared?” The flight home was even better.

Then came November 2009, the month where everything started.

I was reading through the newspaper one day and spotted an interesting ad.

It was for Freedom Flight Flying School and declared ‘You can be a pilot in 20 hours!’

I don’t know how it happened, but I called the number and spoke to the CFI, Eugene Reid, former President of RA-Aus and booked my very first TIF.

To think I never liked aeroplanes, in fact, I was scared of them

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>> Future captain Donna Russell

*You just watch!
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favourite airline one day*



When I arrived at the airport, I was so nervous I could have run away. I filled out my temporary RA-Aus Student Pilot's Licence form as if in a dream. Even when I found myself strapped into the little Jabiru, I wasn't really ready. But then I thought "what the hell". I gritted my teeth and got on with it.

Eugene showed me what each instrument did, how the controls moved and how to taxi.

"Georgetown Traffic, Jabiru 0670, rolling Runway 24, Georgetown".

He made the call, then applied full power and we rolled down the runway. Once airborne, I was shocked by how light and twitchy it was, every bit of turbulence made me even more tense.

Once we were cruising, he handed over the controls and told me "You get to fly now". "Oh my God!" I thought. I took the controls and Eugene showed me how the control stick controlled the flight path.

After a nerve racking period in control, Eugene then took over and flew me towards Launceston to show me the buildings from the air. It was truly an amazing experience to see how great and graceful everything looked from up high, how gorgeous the river and ocean were. I was still frightened, but because of that flight, I decided to continue flying.

I wasn't in the best financial position to take up flying. I lived with my dad and worked at a local supermarket just down the road. My income each week was only about \$100-\$200, enough for a lesson every one or two weeks. So getting my certificate and staying current has taken a while.

During my early training, I was always a nervous wreck. Flying out of Georgetown, 90% of the time involves taking off and landing with a crosswind. During my first few circuits, I'd be fighting it in while still listening to the instructions from Eugene. Trying to learn to point the aircraft into wind, straighten up on landing, put the wing down into wind and kick in opposite rudder to counteract drift was super complicated.

But by midway through my training, I was starting to pick up things and my confidence was also growing. Flying the aeroplane was almost becoming second nature to me and I was getting more involved in aviation outside the flying school. I was reading my theory books and starting to realise what everything meant. Such as why an aeroplane flies, how weather affects it and rules of the air etc. My radio calls

(which were very confusing at first), were sounding more and more professional with each lesson. Then came the big day.

My very first solo flight. I was pumped because Eugene had warned me the day before it was coming.

We started up the Jabiru on an afternoon with a gorgeous blue sky and 5kt head wind. We lined up on Runway 24, applied full power and once again were quickly airborne. Circuit conditions were smooth and after three good landings, Eugene called for a full stop.

I freaked. I thought "Oh no! I know what this is" and my stomach dropped. We rolled to a stop. "That's it," he said. "I've had enough. I'm out. I want you to go do three circuits on your own".

I was surprised at that. Three circuits on my own. "See ya and good luck!" he said and closed the door.

I gave the Jabiru a bit of power and taxied down the runway slowly and shaking. The aeroplane felt so much lighter and so much bigger. I lined up for 24, applied full power then whoosh! I was airborne once again, but much more quickly than normal, and the climb rate of the Jabiru had doubled.

Then, it hit me. I had no one beside me. It was so quiet, I felt free. My face lit up and the flying buzz couldn't get any bigger. I was by myself.

My nerves tensed up again as I came into land. Leveling out, I felt the Jabiru float much longer than normal because I was much lighter. I touched down two fifths along the runway. I applied full power and was airborne once again and completed my other two circuits.

After my last landing, I rolled to a stop and backtracked to the awaiting happy CFI. I turned off the engine and stepped out of the aircraft with my heart still pounding. "Congratulations," he said. I was so pumped and thrilled to have been trusted with something so magnificent and to soar it through the air on my own.

During my training, I'd often look up at the jets flying by and think "Wow!"

So there and then, I made my mind up. I would become an airline pilot.

After all, we only get one shot at life and aviation is my passion. I would become the captain of one of these magnificent aircraft.

So I've completed my first step towards my ATPL, my RA-Aus Certificate. You just watch. I'll be captain of your favourite airline one day. I'm determined, passionate and flying is my life.

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An inland adventure by David Coulston

I FINALLY got back into flying via the RA-Aus route after nearly 21 years out of the saddle thanks to a spinal injury which left me an incomplete paraplegic (the result of a massive miscalculation about my ability to drink and drive).

I was signed off by CFI, Bill Haynes, of Caboolture Recreational Aviation in April 2011 and then added around 30 hours to my pre 1991 flying time.

I now prepared to take the school's Jabiru 230D a distance of 580nm each way to a Disabled Pilots Association Fly In at Griffith, with a side trip to the Temora Airshow.

Planning for the trip was put on hold, until I'd bought all the maps and charts I needed. In my old life, flight planning was done the hard way. Now just about everything is available on-line and you can plan with far less paper. There are now apps for your iPad to help with planning and en route navigation. However, I'm yet to join the GenY crowd, so the week leading up to the trip saw the dining room table covered with a variety of ERCs, WACs, VNCs, VTC's, rulers, pencils, calculators etc. Needless to say, the missus and I ate off our laps on the couch all week.

With my planning checked and rechecked, weather intently studied, charts all folded and ready to go, and of course my adrenalin flowing, my mate, Owen and I, set off early from Caboolture on a somewhat cloudy morning. To avoid Amberley airspace, we tracked to Warwick via Esk and Gatton, careful not to bust the restricted area lower levels. By the time we'd reached Warwick, the cloud had lifted and we were able to point the Jabiru skyward and climb to 8,500ft en route to Moree. It was nice and cool at this altitude, but it wasn't long before we were back down to 4,500ft so we could stay below persistent stratocumulus. Popping in to Coonamble for fuel, we met a local farmer whose number is listed in the ERSA. After a refuel and a bit of a chat, we were off again.



>> Picturesque North Straddie Island

*In my old life,
flight planning was
done the hard way*

Being my first long nav leg since I'd started flying again, I had been quite nervous before leaving Caboolture. But the time I'd put into the planning was well spent. Warwick, Moree, Coonamble, Narromine and then Condoblin all passed underneath the aircraft just like they were supposed to. We had a GPS on board, but I was intent on using it only to confirm positive fixes from my visual navigation.

By the time we shut down in Griffith, I'd logged 5.3hrs for the day.

Our little Jab was tied down alongside aircraft belonging to other members of the Disabled Pilots Association, including four Cherokees, another Jabiru 230, a beautiful little Sky Arrow and a bright yellow Foxbat.

An early start the next morning was needed, because we had to be tied down and off the tarmac at Temora by 1030. It was only a 40 minute hop, but the radio was busy! I knew my nerves would be tested arriving at Temora along with over a hundred other aircraft, all trying to make it in before the Temora Restricted Area became active. I even had to avoid the Westfield Gulfstream V, which was estimating an arrival in the circuit the same time as I was. In the end, circuit entry was quite uneventful, and with parking for our aircraft organised outside the Temora Aero club, we tied her down and then spent the afternoon in hot and blustery conditions watching a variety of military aircraft put through their paces. I

only wish I'd remembered the sunscreen.

The return flight to Griffith was not as nerve wracking. Most aircraft were heading east and thanks to our parking bay, we were one of the first few to depart. There was a steady stream of aircraft lining up and departing for at least two hours. All without a control tower.

On Saturday night back in Griffith, the Disabled Pilots Association members were entertained by Major Glen Todhunter, a double amputee, who has flown Blackhawks and King Airs, among other military and civil aircraft types, both fixed wing and rotary. Glen is a very likeable bloke, and his story of getting back into flying after he lost his legs in an aircraft crash, resonated with the other pilots in the room.

Like the first day of an English summer, Sunday morning in Griffith was damp, and the low cloud and showers threatened to hang around most of the day. Ours was the only aircraft which had to fly north to get home. It started to clear from the south around lunchtime, so the Victorians began to get their aircraft ready. Owen and I were keen to get back to Caboolture, but by the time the weather to the north had also cleared a little, it was around 1pm and it would have been too late for us to make it home before dark.

I decided we'd go and have a look, and see if we could make it to Coonamble or Moree for the night. Having a Jabiru with a wooden prop meant avoiding wet weather, so it was going to be tricky. When we eventually left Griffith and crossed over the Cocoparra Range, the low level cloud was scattered and around 2000ft, but this quickly become broken and we found



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ourselves sandwiched between the low level cloud and an overcast layer. It began to look dark ahead, and the windscreen was filling with rain drops.

We were about 40nm north of Griffith when, in one of those moments you realise later was pivotal, I turned to Owen and said "I don't like this, we're going back". Returning to Griffith was my 'out clause' in this contract, and once I'd made my decision, I exercised this clause without delay. The pilots we saw back at the airfield all said the same thing about our decision to turn back. Which was "you're better safe than sorry". I couldn't have agreed more.

So we had another night to enjoy Griffith.

The next morning was uneventful compared to the previous three days. We were up early, the taxi arrived as planned and by 0545 we were using the Aero Club's facilities to double check the weather and fuel calculations. I was hoping we could get to Moree before needing to refuel, but it all depended on the wind.

The Jabiru was pulled from the hangar, pre flighted, and we taxied for

takeoff just as an RV7 blasted off to the north. It was one of those beautiful calm mornings with no bumps, full tanks and nothing up ahead to cause us concern.

Pitching in to Moree for fuel, I noticed the RV7 landing in front of us was the same one which had departed Griffith just before us three and a half hours earlier. We ended up at the bowser together, so I asked the driver where he'd been. Turns out he'd left Griffith, flown up to St George to drop off some truck parts, then back to Moree to pick up some more parts. The things you can do when you've got a few extra knots on your side!

Two cans of coke and around 90 litres of Avgas later, we were climbing at 1000fpm in 35 degree heat out of Moree.

After three days of flying over trees, grass and combine harvesters, we turned east as we passed overhead Warwick and headed for the coast. It added an extra 30 minutes to the trip, but finishing our 'long weekend' with a coastal run at 500ft above the beaches of North Stradbroke and Moreton Islands was exhilarating.



>> The Jabby, parked into wind

Reach for the Sky By Alison Kent

I HAVE always wanted to fly. From my earliest years, I was enthralled by the adventures of Biggles and Co. which were read to me by my father. An unusual choice of bed time stories for a girl, but I think this was probably where my passion for flying began.

ment and was looking for things to fill his time. He decided to get his PPL, which he did at the grand age of 58.

Working more than 72 hours a week as a junior doctor meant my time off was limited and the nearest flying school was over an hour away. The unpredictability of the English weather also meant flight training was not an option.

Then in 1997 I came to Australia for a year to experience medicine 'Down Under' and found myself in the Queensland city of Bundaberg. Here, work was much more relaxed. With time on my hands, I soon discovered Bundaberg Aero Club was only a 10-minute drive away.

The first time I got into the Jabiru, I was hooked. Unfortunately, I was not a natural flyer and it took me many lessons to master the basics. But my ever patient instructor eventually let me go solo on January 6, 1998, a day fixed in my memory for ever. The terror, which I felt when he got out, changed to exhilaration as I got airborne. But things did not go totally smoothly. We shared the airport with commercial aircraft and turning onto

downwind, one of them decided to do his run up at the end of the runway. Not wanting to come in too closely behind him, I extended my downwind until my instructor thought I was going to Brisbane.

Within a few weeks of going solo, I had to head back to the UK to continue my training. Once back there working long hours, my dream of ever getting my pilot's certificate waned.

In 2003, I moved back to Australia, this time to Adelaide and into an intense Emergency Medicine training programme. I had no time (or money) to even consider taking up flying again, except as a passenger. But in 2007, having got my Fellowship, I started working with the state retrieval service, which involved much flying.

In 2010, I decided to take the plunge and booked a trial flight at the local airfield. Although it was a bleak and windy day, I was hooked again. My flight training began again, this time in a Sports Star which is a great little aircraft. It was another six months before I eventually heard the dreaded words again 'you can do the next one on your own'. This second 'first

Working 72 hours a week as a junior doctor meant time off was limited

Growing up in the UK, I could only watch planes from afar. In those days, budget airlines did not exist and airfares were far too expensive for the annual family holiday.

Although study at school and then university took over much of my life for many years, the hankering to fly never really went away and was rekindled once more when my father took early retire-

READERS' STORIES

solo' was as exhilarating as the first and, at last, I felt I was getting somewhere close to my certificate. But fate was against me again. Three weeks later, I was flying solo and had just landed for a full stop when I was advised to 'expedite my exit' from the runway. Being inexperienced, I turned onto the next taxiway too fast, lost control and ground looped.

This would not have been too bad, except there was a ditch alongside the taxiway. I went into it, fracturing the propeller and shearing the undercarriage. It was the only RA-Aus aircraft owned by the flight school too, so I thought my dream of ever getting my pilot's certificate was gone once again.

However, the CFI recommended I transfer to another flying club and contacted their CFI to explain what had happened. Thankfully he was still agreeable to taking me on, so I booked a lesson and drove the hour up to the school for a trial flight and discovered they flew my

beloved Jabirus.

Getting back into the sky was fantastic and although it took some weeks to go solo again, when I did I was able to continue gaining experience. On Easter Saturday, 2011, I eventually gained my Pilot's Certificate – a much better present than any Easter egg. I then began navigation training and found that route mapping was fascinating. Dreading the first solo nav without a GPS, I spent hours studying the route both on maps and on Google so I would know the waypoints. In the air, it was pleasing to find them coming into sight just as predicted.

Now at the age of 45, having gained my navigation and passenger endorsements, I am starting to experience the true wonder of the South Australia from the air and the great camaraderie of the Aero Club.

My true thanks go to all my in-

structors for their unlimited patience to allow me to obtain my dream.

Thinking back to those days watching planes as a child, I don't think I ever thought I would really fly one. But I do! And my feelings for flying are summed up in the famous quote of Leonardo Da Vinci 'For once you have tasted flight you will walk the earth with your eyes turned skywards, for there you have been and there you will long to return'.



>> Better than chocolate, Alison solos on Easter Sunday

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The advertisement features a yellow Aeroprakt A22LS Foxbat aircraft in flight against a background of green hills and a blue sky. The aircraft is shown from a side-on, slightly elevated perspective. The registration number 'EA-7678' is visible on the fuselage. The text is arranged in a clean, professional layout with a mix of bold and regular fonts. A small fox logo is positioned at the top center of the ad.



>> The maiden voyage mapped out

Some experienced aviators remarked that our trip was ‘ambitious’

A maiden voyage of discovery by aviation rookie, Bernadette Bowe, with input from pilot, Vasant Khilnani

IT’S not every day your pilot partner asks if you want to join him as navigator to pick up a new Jabiru 230D. But that’s pilots, I guess, and trust me I wasn’t complaining.

In mid July, pilot Vasant and I took a commercial flight to Bundaberg, picked up a shiny new Jabiru and took off with a touring plan that read Charleville, Birdsville, William Creek (Lake Eyre), Coober Pedy, Rawnsley Park (Flinders Ranges), Broken Hill, Parkes (The Dish), Cowra (lunch with a friend to see his new property) and Wollongong (home). Although the plan changed a little, we were to travel around 2000nm (approx 3,500kms) in around twenty flying hours over nine days.

Now I should give this journey some context. I had never been in a light plane before meeting Vasant (around 15 months before the trip) and our longest flight together was a Wollongong-Maitland return trip of about 250nm or three hours. Vasant came to piloting shall we say “later in life” and had clocked up 175

hours in various aircraft before this trip. I am infamous having for a poor sense of direction on the ground and some experienced aviators remarked that our extended trip in a new plane was “ambitious.”

Fortunately we naively pushed on and as an aviation rookie this is what I discovered along the way:

Planning is the key, so use all the resources at your disposal. Friends, instructors, magazines and the internet are some great examples. Special thanks to Bruce Robbins and The Illawarra Flyers Inc for their generosity.

In spite of GPS, navigation by compass and maps gives you extra confidence. Even though I am not a trained pilot, an extra pair of eyes was invaluable to spot waypoints and to give another point of view on the challenges which presented themselves on the way.

Weather is king and won’t be bound by a trip schedule or personal time constraints. Because of dodgy weather we detoured to Leigh Creek instead of Rawnsley Park and delayed our arrival to Wollongong by two days because of the worst July weather in 60 years. It was reassuring that we had no major personal or work commitments influencing us to rush back and could

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relax in Parkes until the weather cleared.

Kindness and local help appears just when you need it. From a lift to and from Coober Pedy airport, to helping recharge our cold battery in Leigh Creek or taking our cash and allowing us to refuel on their credit card in Broken Hill, it was humbling to experience the kindness of strangers. By the way, fuel, toilets and other facilities at the various airports were overall good and easy to access.

Passion and craftsmanship are uplifting. Rodney Stiff and his team at Jabiru Aircraft and Engines Bundaberg were skilled, helpful and gave us confidence to take to the skies in an aircraft fresh out of the factory.

Touring planes and a car go well together. We hired a car in Broken Hill and Parkes to experience the area from the ground as well as the air and gave the pilot a day or two off.

Advice is useful and welcome, but ultimately you have to back yourself and give things a go. Only you can make the final decision on a range of issues such as if the weather is right to fly or how to approach a landing strip. People can advise and support but the buck stops with the pilot after bouncing it around with the trusty navigator.

A welcoming party is a joy to behold. Thanks to Bruce, Michael and Ned for their moral support as we came over the Wollongong escarpment on a cloudy day.

A sense of fun and seeing everything as a learning opportunity is compulsory. From small to big things about flying, navigation, the landscape and wildlife of our unique country, human nature and each other, every day was a great learning opportunity for both of us. And when the unexpected happens, a chuckle is a good start to solving the problem.



But the most important thing? Be a great team and always count your blessings. And a great team we were and we are most grateful for such a special experience.

Vasant and I arrived safely home and we are planning future adventures. So if your pilot partner says to you one day, "I've been thinking, how about we..." Say yes and regardless of your experience. Go For It!

You can read the whole story at our blog: theyflyingnabateans.blogspot.com/

>> Above, Vasant at the historic Birdsville hotel. Below, 'Ambitious' Bernadette and Vasant with the new Jabiru

Touring Victoria

By Diana Jemson

RECENTLY I was in Melbourne, more precisely Tooradin (YTDN), where I had tied down the Jabiru for a few days. I was visiting family so I also took the opportunity to discover the local airspace and aircraft with a fellow pilot, John.

We attended the CASA Safety Meeting at Tooradin on the Tuesday night. One of the topics was controlled airspace and infringements. Despite all the changes in airspace, almost the same number of infringements still occur each year.

So when John suggested a trip around the Melbourne airspace, I jumped at the chance. With two pilots on board, I figured we had a good chance of getting it right.

Of course, as every good pilot knows, the key element for any flight is the planning before the flight. There were a number of airspace steps involved, so knowing exactly where to drop, and to what height, was critical. As was ensuring we were on the correct frequencies, where and when required.

Our path took us north from Tooradin to Lilydale – north west along the recommended VFR route through the Kilmore Gap – descending to under 2500ft, then remaining under 3500ft after Arthur's Creek direct to the Kilmore township. Here we made a quick diversion north east to Broadford to check out the race track then back to Kilmore –west north west to Kyneton – south east back to the township of Romsey – south west to the Rosslynne Reservoir – south to the Bacchus Marsh township (staying under the 3500ft limit) – south east across to Werribee (dropping to under 2500ft) – east past the Laverton BOM tower – out to Williamstown – along the foreshore via the VFR route at 1500ft – past Ricketts Point and tracking around the Moorabbin 3nm CTR airspace boundary – south east to the Carrum VFR Approach Point – then back home to Tooradin with a bit more height.

It was a fabulous day weatherwise. On the leg from Lilydale to Kilmore, we saw our first jumbo up close – well, as close as I'd like anyway (still at least 5nm away) but it truly demonstrated why you want to maintain, and be contained, in your own airspace. It was a great experience and surprisingly there wasn't much traffic around. We saw a couple of light aircraft near Yarra Glen, and some powered parachutes between Sugarloaf and Kilmore near Mt Disappointment.

After arriving back at Tooradin, we hadn't had enough flying yet, so we hired a Jabiru J170 and went for a spin to Latrobe Valley (YLTV).

The Latrobe Valley Aero Club made us most welcome and offered us sausages from their BBQ. Sitting outside, enjoying the food and coffee, we were treated to a Pitts aerobatic display and also watched the local Aero Club members taking part in a spot landing competition.

Coffee and food finished, we left via runway 27 direct to Tooradin passing the Yallourn North power station on our right.

In Tooradin, I was treated to a local flight in the Texan. We went to check out the Oberon submarine at Cerberus, then hopped over to French Island and across to Phillip Island to check out the race track there. Then we crossed to the Wonthaggi desalination plant and over the top of my parent's old property in the Wonthaggi township before heading home.

The next day, I scored the opportunity to go to Point

Cook RAAF base with my brother, Gordon, to check out the RAAF museum. We drove rather than flew, because Gordon loves aircraft but is not into flying in them. Every Tuesday, Thursday and Saturday, Point Cook has an interactive flying display. The pilot discusses the aircraft, takes it for a spin over the airfield to the delight of the audience, then returns to face the crowd for question time.

On this day, we were watched performance by a true veteran of flight, Murray Wallace, in his CT-4. The airspace was closed from 13:15 to 13:45 while the demo took place. Just prior to that, we were treated to sight of a Tiger Moth taking off and departing.

The museum is free and manned entirely by volunteers. They also have a restoration hangar, where they are working on a De Havilland DH-98 Mosquito. It hasn't progressed much since the last time Gordon visited it. Apparently, they are waiting on a volunteer with the right wood working skills to help complete the Birchwood ply fuselage and other components. At the museum, we also saw a wide variety of other famous aircraft.

One of the volunteers said, and it is certainly true, that the museum is one of Victoria's best kept secrets.

So if you ever get the opportunity, the Point Cook RAAF Museum is definitely worth a visit. Check out their website www.airforce.gov.au/raafmuseum/

By contacting the Airfield Manager, you can also arrange to fly in to Point Cook. This is certainly a flying trip I will be organising. For more information www.flyingonline.biz. Airfield landing fees are waived for legitimate visitors to the museum. 🇺🇸



>> Diana at Latrobe airport



>> Touring Melbourne airspace was certainly educational

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Like any aircraft, however, Sapphires need to be understood. For instance, later models have an under-the-seat stabilator centring system, which is critical to the aircraft's hands-off pitch stability. This system needs to be checked regularly (the only airworthiness directive ever issued on the type). Sapphire 4826 has a modified system behind the seat (instead of under it), using the same principle (shockcord applied to the pushrod), but more accessible, robust and adjustable from the cockpit in flight.

Being the second last Sapphire made, Sap-

by Arthur Marcel

phire 4826 has a Rotax 503 dual (Ducati) ignition, dual carburettor motor. Most flying is done throttled back at about 10 lph, and with nearly 60 litres in the wings, that's a lot of cheap motoring. The downside to the bigger motor is that weight and balance has become more of an issue – lightweight pilots need up to 15kg of forward ballast.

If there is one aircraft that would benefit from a set of airbrakes, it is the slippery Sapphire. The flaps are effective but have a narrow speed range. The plane responds well to rudder, however, and slips left or right with excellent forward visibility and control, considerably steepening approaches and making those tight strips much more manageable. And while it is definitely a small aircraft, the cockpit cannot be described as cramped. A backpack parachute is possible for all but the largest of pilots and there is headroom enough under the canopy for

a helmet. There are 25 litres of contained luggage space at C of G, with extra space in the rear fuselage for lightweight bulky items such as a sleeping bag, ground mats, bivy bag and/or empty fuel container.

Second-hand Sapphires are regularly advertised in Sport Pilot. Sapphire 4826 is one of at least two Sapphires in the South East Queensland area. Although the type is not so often seen these days at fly-ins, more than fifty Sapphires have been produced over the past twenty-five years or so. Sapphire 4826 is quite possibly the second last Sapphire that ever will be made. As such, it will indeed be the penultimate Sapphire. Steve Dumesny in Victoria currently owns the final (the ultimate) Sapphire (19-4825), as well as the Sapphire manufacturing business, but both have been for sale for some time. The move towards two-seat, more sophisticated aircraft has led to a change of career for Steve. A small but significant chapter in Australian aircraft design, production and marketing history appears to be closing. 🍷

FEATURE

Yodeling *around the* Southland

by Lyle Passfield



IN October my wife and I flew to New Zealand to attend a Jodel Fly-in at the historic Taieri airfield on the South Island.

Despite months of preparation, the weather on Friday was not promising. We drove from Dunedin to the WWII Taieri airfield and ended up in the old officers' mess, now used by Otago Aero Club. Several Jodel pilots had already arrived and put their planes away in the historic old wooden hangar.

As we stood around discussing the crook weather, a beautiful little red Jodel D9 emerged from under the low cloud and landed on the lush grass in front of us. Peter Locke had flown in an open cockpit through the mountains all the way from the west coast, behind an old hand-start VW. These Kiwi pilots don't let a bit of dodgy weather and snow capped mountains get in the way of a good day's flying!

I had presumed Saturday morning would be an opportunity to socialise and inspect local aircraft for design ideas worth pinching. Instead, we were called into a preflight briefing for the mission ahead. Ten aircraft then took off for a regional tour.

Because I'm too tall for the standard Jodel cockpit, I went with Kevin Anderson in his Piper Arrow. A nonchalant ex-farmer, Kevin handled the Arrow with a steady hand, achieving impressive STOL performance. He took us on a low level tour over Dunedin, over its impressive new indoor grass stadium and out along its magnificent harbour. We flew low over beautiful countryside to Kokonga, where all 10 planes landed on a grassy hilltop. It has an awesome backdrop of snowcapped mountains and green farmland.

Kokonga is at the northern end of the Rock and Pillar range which creates a world famous lenticular called the Taieri Pet. This forms in a westerly, picking up energy all the way from the



southern alps, creating ideal conditions for a world altitude record attempt.

From here we flew on to Poolburn, a unique landscape used in filming the Lord of The Rings. The first pilot to land walked down the strip with a radio to talk each of us in around the muddy patches and rabbit holes; a very slick operation even the military would have been proud of. Chas Kenny was the last in and proved the old proverb: the quality of the landing is inversely proportional to the size of the audience. As he taxied up to the waiting throng of observers, one wheel found an old bunny hole.

After a talk by a top scientist about the fascinating geology of this region (the rocks are tilted schist) we flew off over a lake and fishing huts filmed as a Rohan village.

After Saturday night dinner at Mosgiel Hotel, a very experienced old pilot Wayne Wilson shared amazing stories about flying from the US to Antarctica during the 1957-8 International Geophysical Year. He flew heavily overloaded Neptunes from NZ out over the southern ocean, hoping to reach the frozen continent. In 1959, he landed a Neptune with skis on Taieri's grass strip. Christchurch is still an important base for

polar science, with regular visits by large US transports.

On Sunday, I flew with Al Kay in his impressive home-built RV-6, west over fascinating grazing land, past their Blue Mountains to Mandeville. He gave the Jodels a good start and still overtook one or two.

Tiny Mandeville has a great aircraft museum and restaurant, but the highlight for most of us was to wander through the vintage aircraft restoration workshop. Colin Smith leads a dedicated team restoring a range of aircraft, mostly wooden De Havillands. Many are very rare, including a speedy 1930's Comet twin engine mail plane/racer. It is all timber, but looks like a jet from decades later.

The trip home over a beautiful patchwork of green farmland was followed by some interesting low flying as we scraped over rugged hills and gorges to stay under Dunedin airspace.

We were very impressed with the hospitality of the Otago Aero Club. Flying in Southland is near heaven. There are so many picturesque airstrips to visit and most of the countryside looks landable in an emergency. If you don't like the weather, just wait a minute. Pilots seem to check the audio weather channel every half hour, with good reason. We only had a few overcast and rainy days; the rest were wonderful.

Our first visit to NZ will not be our last. 🇳🇿



>> Jodeling on NZ's beautiful South Island



TECH TALK

RA-Aus Technical Manager, Steve Bell



I HOPE you all had a very pleasant Christmas and you are looking forward to the New Year, yes 2012. Who stole 2011 from me?

Light Sport Aircraft (LSA and E-LSA)

LSA aircraft are those aircraft which are certified as LSA, which means they are two seat, single engine aircraft, have a propeller and a stall speed of 45kts or less, and a MTOW of 600kg or less (650 for an amphibian). The big things to remember are that they are certified and can never be certified as anything else. The opposite is also the case, if an aircraft is certified (approved) as anything but an LSA it cannot be re-certified as LSA, (unless the manufacturer has approval to manufacture LSA aircraft and then re-certifies the aircraft as LSA). But the thing here is that RA-Aus cannot do the re-certification. The aircraft manufacturer must do it.

To register an LSA aircraft with RA-Aus you must supply the Statement of Compliance (or conformity) issued by the aircraft manufacturer, which meets the requirements of the Civil Aviation Safety Regulations (CASR 21.136) AC 21.42(1) shows how this is done, a copy of the factory weight and balance data, along with the application for registration of an LSA (available on the RA-Aus web site). Any application without this documentation is an application for a number allocation only, and the aircraft cannot fly.

Once the documents are received by RA-Aus they are assessed and if everything meets the requirements, a Registration Certificate is issued. Unlike all other RA-Aus aircraft, this registration does not allow the aircraft to fly.

The registration certificate is issued on proviso that the aircraft will be issued a valid Special Certificate of Airworthiness LSA (S C of A LSA). A copy is sent to RA-Aus. RA-Aus will acknowledge receipt of it and then the aircraft can commence its test flying (if not already carried out by the manufacturer) using the aircraft manufacturer's test flight schedule. When this is completed successfully, the aircraft can then perform its normal function (as much as the RA-Aus Operations Manual will allow). If an LSA aircraft is manufactured from a kit and the manufacturer does not supply a statement of compliance, or if they built it in the factory and don't supply the statement, the aircraft is an Experimental LSA. Remember once an LSA, it will always be an LSA.

Changing or modifying an LSA

All modifications to a LSA aircraft, regardless of how minor, MUST BE SPECIFICALLY APPROVED BY THE AIRCRAFT MANUFACTURER. If the manufacturer does not approve the modification, the aircraft becomes an experimental LSA and will now need a new Special Certificate of Airworthiness Experimental LSA (S C of A E-LSA). It cannot be flown until one is issued and a

All modifications to a LSA aircraft, regardless of how minor, must be specifically approved by the aircraft manufacturer.

copy sent to RA-Aus (the same as for an LSA) and is subject to the limitations for experimental aircraft.

If you are not sure if this applies to you, have a look at the flight manual (POH) and it should tell you. If you are still unsure, please contact me by email if possible or by phone in the office.

Transferring an LSA from GA, from the HGFA, or from overseas

This is the same as making an application for a new LSA (or E-LSA)

Getting a C of A

If you are purchasing a new aircraft, talk to the person selling your aircraft and get them to make the arrangements.

If you cannot get the manufacturer (or their rep) to make the arrangements, contact your nearest CASA office and ask them to see if there is anyone local who is authorised to issue the certificate. If that is still a problem, contact me at the office (please don't ring my mobile). Every C of A requires an inspection of the aircraft and the records, and must show compliance with the design standard. It is not something which can be done over the phone. I know of C of A authorised people in NSW, Victoria, WA, and Queensland. I have a contact list for these people.

Registering a Normal non LSA factory built aircraft with RA-Aus

Firstly, if the aircraft is the first of its type in Australia, contact me for the details of how it can get accepted. If there are already some in Australia, you should first determine if it can be registered with RA-Aus. If the type and model are currently registered with RA-Aus, all you need do is make an application. You must provide full details and sign the form, and provide a copy of the factory weight and balance data sheets.

Transferring a NON LSA aircraft from overseas, HGFA, or VH, please contact me by email, and I will send you the forms and a list of the documents needed. Remember that RA-Aus will not transfer an aircraft



which has a certified MTOW above 600Kg, or any aircraft which has a type certificate and must be modified to meet the RA-Aus weight requirement, or any aircraft with outstanding maintenance. My motto is, if an aircraft is cheap, you get what you pay for. Be very careful when purchasing an aircraft overseas. On several occasions, someone has imported an aircraft only to find, it was not in the condition they expected, or it was not eligible for registration with RA-Aus. In at least two cases, the aircraft didn't exist, or it had been reported stolen. Spend the money if you can, and travel to the aircraft, and check it out for yourself. Or use a reputable agent. Always ask for copies of the aircraft documents, in particular, the current registration certificate, Certificate of Airworthiness and log books. If these cannot be supplied, you should seriously consider not buying it. We have the economic power at the moment in Australia, so flex your buyer's muscle.



L2 Renewals

When you were first issued your L2 rating, it was for a period of two years extended to four years, at which time it will need to be renewed. So if your L2 rating is four years or more (and you haven't already done so) you will need to download the L2 renewal form from the RA-Aus web site HYPERLINK "<http://www.raa.asn.au/docs/index.html>" <http://www.raa.asn.au/docs/index.html> . Fill it in, include the yellow pages from your maintenance diary and send it to me for renewal.

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Jabiru 170C

Conditions: Light winds.

Pilot experience: 80 hrs, 38 on type.

As the aircraft touched down it was struck by a crosswind gust. It bounced and touched down again in a steep nose down attitude and finally came to rest inverted.

The pilot was not injured but the aircraft sustained major damage to the nose wheel, fuselage, one wing strut and the tail fin.

Sonex

Conditions: Moderate wind and turbulence.

Pilot experience: 124 hrs, 10 on type.

The pilot was using a runway that had a 15Kt cross wind component and, unbeknown to him, a down wind component that had increased to >5 kt. as the aircraft landed. The aircraft over ran the end of the runway, continued into a ditch and overturned. The pilot suffered superficial scrapes and bruising and the aircraft sustained major damage to one wing, the propeller, cowl and undercarriage.

P & M Pegasus

Conditions: Light winds and turbulence.

Pilot experience: 2100 hrs, 695 on type.

The aircraft was being landed long and as the pilot commenced the flair it was affected

by a wind gust and he decided to go around. The aircraft touched down and veered to the left, finally coming to rest off the runway with major damage. The pilot suffered several fractures and sprains.

Tecnam P2004 Bravo LSA

Engine: Rotax 912 ULS, 175 hrs ttis.

During a cross country flight in a remote area the engine lost power and an emergency landing was successfully made on a lake bed. An inspection found that a linkage pin had become dislodged from the throttle cable and was found lying on the cabin floor. The pin was reinserted and the aircraft was made ready for take off but it became bogged. After a radio call made by the pilot an AUS SAR helicopter landed nearby and the crew assisted the pilot to move the aircraft to a more suitable area and it was flown out without further incident.

Jabiru J160

Engine: Jabiru 2200, 8 hrs ttis.

The engine began to run roughly shortly after take off and the pilot was able to return to the departure airfield and land without further incident.

An inspection revealed that the exhaust valve spring on No. 3 cylinder had failed.

DEFECTS

Tecnam P92 Super Echo

Airframe: 592 hrs ttis

Cracking of the pilots seat frame was discovered during a scheduled inspection.

Jabiru 160C

Engine: Jabiru 2200, 369 hrs ttis

Failure of the No. 4 cylinder top through bolt at the base of the nut was discovered during an inspection.

Evektor Sportstar

Airframe: 3200 hrs ttis

Engine: Rotax 912 S, 1300 hrs ttis

After experiencing a severe vibration in flight the engine was inspected and an ignition module was replaced as it was thought to be the cause of the problem. The vibration reoccurred some 7 hours later at the same phase of flight (top of descent). Further inspection of the aircraft revealed that the elevator trim tab had excess movement in it due to stretched cables. This fault was rectified and the vibration has not reappeared.



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'Ave a go at

red necked

Avocet

by Mike Sharples

"Man first dreamed of flight not as a means to conquer the world, not to fly from coast to coast or make money. It began simply as an urge to be liberated from the ground, to see the earth from another perspective and to rendezvous aloft with the birds and the winds. In a sense, this dream is eternal, thriving in our times, and for the common man is made possible today in no small part realised by the recreation, experimental and light sport aircraft enthusiasts."

- From the Smithsonian Book of Flight by Walter G Boyne

THE words written on my first solo certificate fostered my own dream to be part of the great aviation adventure: "This is to certify that (insert own name) did on this day rise aloft in a flying machine and then by skilful manipulation of the controls did alight again upon the ground, thus joining that select band of intrepid aeronauts who have successfully broken

the bonds that hold lesser mortals earth bound".

Not long after that, the thought of owning my own aircraft was made a reality with the acquisition of a Jabiru SP6 kit which I built in 1999. Progressing, as the years went on, to a Jabiru 230 kit.

Flying around this great country, I often found it difficult and inconvenient to get from the airport into towns and surroundings. I felt I did not really have the independence I was looking for.

I began to develop the idea of fitting a small motorbike in the back of an aircraft which would make ground transport away from home so much simpler. I had always liked the military Caribou and transport type aircraft which loaded from the back. The cargo is wheeled in and out. After sketching some ideas, I came up with a sport aircraft version of the heavies.

I made a model and some drawings. My son-in-law, Alex, a mechanical engineer, made a 3D Cad model of my drawing. My son, Nicholas, printed it full scale and I set about building plugs and moulds for a fibreglass fuselage.

I did not want to reinvent the wheel, so I tried to use as many "of the shelf" parts as I could from the Jabiru Company.

It was suggested I use the J250 wings. The overall design is based on placing pilot and passenger up front for a great view. The engine was put on top to make room for a 2m load bed, with clamshell doors opening from the rear. An amphibious version has been designed and three versions have been conceptualized. Retractable floats, pontoons and a hull configuration have been designed and drawn by Tigerfish aviation.

The production version nears completion with a single pressure relieved turret, 157cm diameter propeller and winglets added.

The result three years on is the Avocet, (actually the Red Necked Avocet), an Australian native bird. To fly something you designed and built is a truly rewarding and exhilarating experience. I have been given a glimpse of that eternal dream of flight.

The greatest opportunity for the future of aviation seems to be in light sport and recreational flying. Personal transportation with easy access to a loading bay for camping gear, golf clubs etc... I think the Avocet meets these needs.

For more information contact Mike on 08 8648 4018 or on email mcjmsharples@hotmail.com.



I LOVE THE SMELL OF SKYRANGER IN THE MORNING

by Friarpuk- aka Pastor Heath Pukallus

DESIGNED in France, improved by the Brits, built in the Ukraine, imported to Australia, assembled by a Queenslander currently living in Western Australia...

A desire to fly, up until recent times, seemed out of reach because of the costs of learning, purchasing, and upkeep. However, things have changed and now there's a way to turn dreaming into the smell of victory, building and flying

your very own plane.

You've gone to the trouble of learning to fly. It cost a bit, but not as much as you would have paid going GA (General Aviation). It only makes sense to take the next step and buy your own plane.

But what to buy? So many designs deserving of your hard earned debt. Wondering which plane can keep a green pilot awake at night, tossing and turning.

For me, it had to be three axis, and high performance. It had to get there in good time. But "there" was not always a regular runway. Rather, sometimes a sheep paddock, or the stubble of a harvested crop, was the landing place for what was to become my Jumbo Junior. (Aptly named after receiving registration number 19-7407 from RA-Aus).

I was toying with the idea of something STOL.

>> Jumbo junior with the flying friar at the controls





>> The plane-building pastor, and below, the Friar's son Shaun

But not so much it rendered me uncontrollable in the turbulence common to regional Australia. You see, I needed to use my plane as a means of transport between outback towns in Queensland and now Western Australia. Which often meant Sunday afternoon flights home through a fierce firmament of turbulence, calling for this man of God to trust not only in our Good Lord, but the machine in which I sat. Such is life for a country padre.

Now I am also a practical bloke. And that is perhaps a bit unorthodox among us clergy who are mostly found sticking the snoz in theological text books and bibles. But I also like having a spanner in the hand, crawling around a cockpit, while chatting to a parishioner, who has come to see the progress of their pastor's plane. Or maybe they've come in disbelief that, in fact, their pastor is building a plane in the manse garage.

Engine reliability was also a major factor in my choice of plane. I didn't want to be rebuilding an engine after 600 hours. That is just plain unreliable (or just an unreliable plane). The cost was more than some, but I have not looked back since calling Gary Flood to purchase a Rotax 912 ULS 100hp engine.

But, before the engine I needed something to put it in. To build or not to build? The choice seemed pretty straight forward after I was discouraged by the over-inflated prices sought in the second hand market. If I was going to pay what some asked, I would have been better off with a new factory built plane.

So I chose to build. But what to build? I liked the simplicity of rag and tube aircraft. Fibreglass is slippery and flies fast. However, I'm not a fan of the dust caused when sanding the wretched stuff. Its smell tells me it's got to be carcinogenic. And itch? Nothing will make you itch more! There ain't no victory in that!

It all seemed like I was either going to be drowned by choice, or left high and dry, priced out of the market for what I wanted. Then a mate suggested a Skyranger. It seemed to cover all the bases. It could take a Rotax 912, it was rag and tube style but with pull-on Xlam skins which didn't need stitching, doping or painting, with a 10 year UV rating, and would easily accept stick on registration and vanity decals.

At first, I thought it was bit agricultural. Hollow wings? That doesn't seem right. And it appeared not to be slippery enough, nor did it have the real chunky wing of most of the STOL planes on the market. But regularly pulling 94kts indicated in calm conditions and climbing at 1200+ feet per minute put any doubts and lack of experience, where it should be - in the past!

And as for "agricultural? Being the builder, I had the freedom to build out the things that seemed agricultural to me, making my machine look like a "pretty city girl" while maintaining her agility to park easily in a paddock. So after I called Tony Holtham, the Aussie rep for Sky-ranger in 2008, he flew to Chinchilla and gave me and my instructor, (self proclaimed - Air Chief

Marshal) Michael Tuohy, a go at the controls.

If, like me, you're new to this game, get someone who has been in it awhile to help you in your selection. Mike, my instructor, had many thousands of hours in the highlands of PNG and a couple decades behind the stick of an Ag Wagon on the Darling Downs. When someone with experience looks at a plane, they do so with eyes of wisdom rather than giddy excitement. And if the plane is second hand it's even more critical you have the eyes of experience critically assess the worthiness of what you seek to buy.

Mike liked what he saw and how it felt to fly. He only had one bad thing to say, "What's that wheel at the front, and it seems to be missing one under the rudder." "Yeah, Yeah Mike, I know you like tail draggers", I replied, and off I went to throw myself on the mercy of my bank manager.

Sometime later, after a sudden spike in my bank account balance, six boxes arrived from Skyranger in France, and one from Bert Flood imports in Melbourne. Ah, the smell of plastic wrapped parts, the tinkle of bolts and brackets, and the glistening of shiny new aluminium tubes. Let's start building.

It was at this time, I was forced to yet again see that God has a sense of humour. I had my aircraft, but it was time to uproot our lives from Chinchilla on the western Darling Downs and relocate to the Great Southern on other side of the country, to Katanning in Western Australia, where I took up the call as pastor of a parish between Albany and Perth. Ha, ha, very funny, God.

FEATURE

From memory, I think the workshop was unpacked way before the rest of the house. After all, I had a plane to build. I know I will receive more sympathy from your folk here than from the "better half", whom I deserted so I could start sorting out the seven boxes of cargo covered in stickers from the Ukraine, France, and Australian Customs.

Within days, I had what looked like a three wheel high rise go-kart. The structural build was simple, as the kit came with an extensive book of plans and steps. All the tubes of the plane are straight, with no welding or bending required. Everything bolts together with corner brackets. Within weeks, the fuse frame was finished and the motor was mounted.

All the hardware needed was in the kit and of high quality. Tony was only a call away and helpful with advice. He also introduced me to the Skyranger fraternity in Australia, many of whom I have still never met face to face. They have assisted me in finishing the build.

One of these fellows was Greg Robertson. We were constantly swapping pictures and ideas via the phone and internet. These days, he holds the reigns of Skyranger in Australia, since Tony took a step back as rep to focus on other flying feats.

The build took exactly 232 hours, beginning on March 22, 2009 with the unpacking of box

#1 and finishing on March 5, 2010, with the completion of the weight and balance. The most difficult part of the build was forcing one's self to leave the garage at 2am and go to bed.

Most of the build was done by me, assisted by my son at times. Dad decided to visit at just the right time when it was necessary to have two people install the windscreen.

On March 12, 2010, inspection was completed and, soon afterwards, all the paper work was finished for Jumbo Junior 19-7407's maiden flight.

My log book entry record reads: March 18, Skyranger Swift, 19-7407, Pilot in Command - Heath Pukallus, YKNG circuits and testing - 2 landings, 1.1hrs.

The other day my wife accused me of having an extra marital affair. This took me by surprise. "Yeah", she said, "You're never in bed when I wake in the morning. You're always out with the other woman." Puzzled and caught out I looked to her and she mischievously said, "I even know her name. Her name is Sky... Sky Ranger!"



A year and a half later, I haven't looked back.

Call Greg Robertson (see <http://www.bestoffaircraft.com.au/>), or sidle up to a Sky-ranger owner at your local field to join this fraternity of friendly pilot builders. You won't be disappointed.

I love the smell of Skyranger in the morning!

* Before becoming a padre, Friarpuk was a TV cameraman,, so check out his Skyranger videos on youtube. Just search for "friarpuk". 📺

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28-1092. Sonerai II Mid wing variant, 28-1092. Was on VH register, Great Plains 2180cc engine, 110kts cruise, TTA 800hrs, TTE 100, Tandem seating, Basic instruments, Mode C transponder, Folding wing variant, Dual ignition, Strong aircraft to fly and have fun with, Limited to +/-4.4g's, Located South Coast NSW, \$29,000 ono, Call Matthew M: 0408 682 080.

2629 ZENITH STOL CH701



Rotax 912 80 hp, 620 hrs A/F & eng.VFR instruments & all standard engine gauges plus dual EGT & fuel computer. VHF radio headsets & coms. Always hangared. Have finished next one. \$40,000. Delivery by air can be arranged. Email. linart@aussiebroadband.com.au PH. 08 9655 3090

2644 JABIRU LSA-55-1059



1600 hrs TTIS. less than 200hrs on factory rebuilt solid lifter engine, with new through bolts, ignition coils & leads. Full GA panel with Bendix King transponder & Icom A200 VHF, Garmin 196 moving map GPS. Recent 2-pack repaint, interior immaculate. Always hangared, one of the neatest around. Flies beautifully, cruise 95-100kts at 13-14 litres/hour. Full L2/LAME history from new. Regularly serviced. Selling to make room for new project. Located near Launceston, Tas. \$39,000 Ph 0419 375 291.

2645 JABIRU J200A



19-4165. Manufactured 2004, TT480, engine Jabiru 6 cyl. 120HP. Mechanical lifters Jab prop. Stalls 43kt, cruise 115-120 MTOW 600kg. Three strobes, 2 radios, 1 transponder, auto pilot, Intercom EFIS-D10 System IK2000. Flight & engine monitor, GPS MAP Garmin 296. Cabin heat, manual flaps serviced every 25hrs. Nil accidents. 138lt. Hangared L.T.V. \$75,000 Ph George 03 9707 3238

2649 SKYFOX CA21



55-0622. NO HANGAR NEEDED. Quick fold wings, one person 5 min to fold or unfold, just load onto trailer and take home. TT 530hrs, Engine Areopower, 105hrs since complete rebuild, Will fit into area 2.4m x 6.3m great for limited space. Price \$25,000. Contact Lloyd on 0424 649 075 or lloydenglish1@dodo.com.au for details. Located Nth QLD.

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



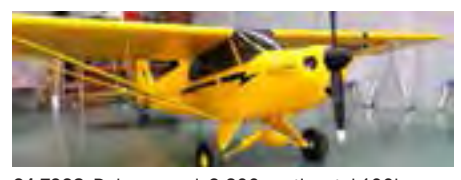
19-3717. Well maintained and hangared. 449.5 hrs. 123kts @19ltrs hr. Sweetapple cruise prop, custom extractors, 10 ply mains, 85ltr tank. STD gauges + electric turn coordinator, volt meter, fuel flow meter. XCom VHF & headsets, + UHF & 2xGPS. Grim voltage regulator, Anderson jump start plug. Will deliver anywhere. \$55,000. 08 9921 8790

2675 LSA LIGHTNING AIRCRAFT



24-7660. Avionics, Grand Rapids Sport EFIS inc Auto Pilot, Garmin SL40 comm, Garmin GTX327 Transponder, 1000ll intercom, EIS 600J eng. Monitor, Kannad 406 ELT, ASI, Cabin heat, Custom upholstery Package, Landing Lights, Nav & Strobe Lights, Dual Brakes, Boarding Steps, AuxPower Plug. JABIRU 3300 Engine. All in EX.cond. \$130,000 inc GST Ph. 08 8767 2145 or 0408 813 501.

2687 CUB CRAFTERS SPORT CUB S2



24-7928, Deluxe panel, O-200 continental 100hp engine, 140 hours total, \$145,000. Call Steve to arrange a test fly 0414 444 971

2691 LIGHTWING GR 912S



This aircraft is the original Lightwing with a Rotax 912S Total eng time 106 hrs,VSI, ALT, ASI, Oil Pres, EGT, fuel flow mtr, 2 fuel gauges VHF radio, 2 headsets, 80 ltrs fuel capacity, reg till Aug 2012. Hangared Gold Coast \$34,000. Ph. 07 3206 7075 or 0413 101 310.

2696 DRUINE TURBULENT AT100



MEMBERS' MARKET

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

2698 SUPERCAT



19-5408. An award winning aircraft in good condition TT490hr Rotax 503 DCDI electric start . Empty 288kg MTOW 430kg 50L fuel @15L/hr Stall 30kt and cruise 70kt delightful fun aircraft Comes with registered fully enclosed trailer.\$13,000 ono. Located Caboolture QLD. Phone Harry on 0448 461 012.

2699 A22LS FOXBAT AMPHIBIAN



24-7616. Under 50 hours. Dynon D180 FlightDek with b/u ASI & ALT, MicroAir radio & transponder, alternate static & AOA. Rotax 100hp with WarpDrive prop, carby heatings & oil thermostat. Strobes, cabin heat etc. Only flown on fresh water. \$130,000, no GST. Please call David on 0438 884 092.

2719 CESSNA 150F



1965; TT 2894; private aircraft always hangared;

purchased 4-seater, hence offer for sale; interior 8/10; exterior original condition, including paint; full log books. MR June, 2012. Currently registered GA. Great first airplane. Price reduced \$23,500. Phone 0428 922 335.

2722 JABIRU J170



24-5182. LSA MTOW 600kg Engine 273 TTIS since factory overhaul Exterior & Interior 9.5 out of 10 Hangared always. Micro Air VHF & Transponder Garmin GPS 296, colour moving map. Maintenance Release Expiry 08/06/12, 86 hours to run. Factory built 2007, TT 1306. \$60,000 partial GST if applicable. Contact Tony:tonypete2@bigpond.com or 0412 474 016.

2739 CTSW



24-4500. 360hrs TT, Rotax 912 reliability. Glass panel, cruise 115-120kts, 130ltr tanks (7 hrs endurance), heavy duty u/c, Garmin colour 296. L2 owner. Immaculate, always hangared, quality aircraft. Travel from Cooktown to Rottneest in speed, safety and comfort, with 50kg luggage and without worrying about the engine quitting. Located YGAS. \$110k ono. Ph: 0407 761 619.

2740 SAVANNAH VG



Very good condition. 275hrs total time on engine & airframe. 100HP Rotax 912 with Warp Drive propellor. 72ltr tanks. Standard panel with XCOM radio. Built 2008 and always hangared. \$60,000. Ph David 0401 972 368 Email. david@piperdogdesign.com

2743 LIGHTWING 912S



100hp, 1629hrs TTIS, factory built and in very good condition. Owned & maintained by an L2, not used for training. Full maintenance history & manuals available. This is a very tidy well sorted aircraft that flies exceptionally well. \$39,000. Ph. 0419 132 777.

2748 JABIRU



19-7302. Won best Jabiru @ Temora 2011. Extras include American wing (chord 200mm extra), 3 blade composite prop, fold down seats, vernier throttle, removable false floor in back, low fuel warning light, strobes, 10ply tyres. Only 85hrs. \$89,500ono. Call Rob 0417 833 648 or email rob27954@hotmail.com

2750 JABIRU SP-6 19-3485



Regd to 27/6/12, TTIS A/F 449hrs, Engine 14.4hrs (new), 3300 (120hp) Hydraulic Lifter. Garmin 126/8

Only \$150/hr Private Hire
Only \$250/hr Dual Training
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2754 AIRCRAFT TRAILER



Suit Gazelle or similar aircraft. Body length 6.75m. Rear door opening 1.85m high x 2.45m wide. Dual axles. Hydraulic brakes. Electric winch. Solar panel battery charger. Side entry door. Reg'd 'til May 2011 but currently unregistered. \$7,500 ono. Phone John 0428 286 296.

2755 JABIRU



55-0932. Isa 2200. Brand new factory engine time 40hrs, total 1292.1. Normal dash transponder, icom radio. Absolutely a pleasure to fly. Email dippy-dave@hotmail.com or Ph. 0403 871 451. Located Coffs Harbour NSW. \$39,500.

2756 JABIRU SP UL 19-4319



Immaculate condition with low hours and nil incidents. Always hangared and fully serviced. Built in 2005, professionally painted & upholstered. Electric flaps and wing tanks. TTIS 270hrs. \$54,000. Selling due to retirement from flying. Ph Len 07 3203 5546 or email rily54@bigpond.com for more details or photos.

2760 JABIRU J230C



Factory built, Natfly 2008 winner, 24-4937. Excellent condition, Flies "Hands Off". Always hangared, TT414hrs, 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. \$81,000 includes GST.

2763 XAIR 2.2



19-3420. Jabiru motor. 400 hrs. Electric carby heat. Patroner prop. Wide entry doors. Aircraft has been well maintained & regularly serviced. Motor has just had a top end overhaul. Ultralam Skins replaced 2yrs ago. Reliable fun plane. Cruise at 70kts burning 14 ltr/hr. Hangared at Cessnock. \$24,000 Sheree 02 4390 0005 or 0408 680 543.

2764 RANS STINGER S17 10-7944



Brand new (8 hours engine and airframe), Rotax 503 DCDI oil injected, dual wing tanks 55L, flies sweetly cruise 55 knots, stall 26 knots, ASI, Altimeter, RPM, dual EGC & CHT Price \$15,000, call Rick on 0431 914 652 or email rmothard@yahoo.com

2765 THRUSTER T 500



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

2766 ESQUAL VM-1



19-4744. F/glass Kit-built, only 86hrs on eng & fuz. Rotax 912 ULS 100hp. Cruise 115kt. 171/hr. Glass c/pit-Dynon EMS & EFIS. Const/speed or infit adjust AVTEC prop. Garmin SL40 radio. Garmin 296 GPS. 2 David Clark H/sets, 3 stobes, 2 Land/Its. Constantly hangared & covered. Reduced price \$95,000 no GST. Ph 03 5241 2002 or 0410 524 129.

2769 3555 FOXCON TERRIER 200 LSA



Jabiru Liquid Cooled Heads

Rotec
LIQUID COOLED HEADS

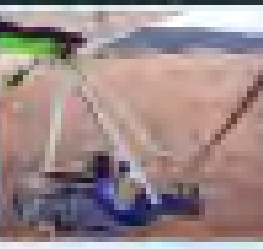
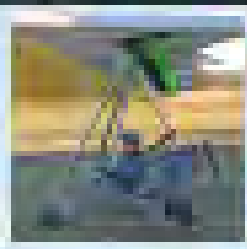
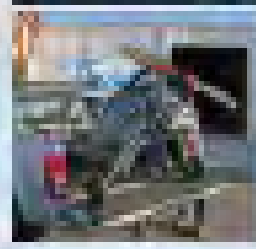
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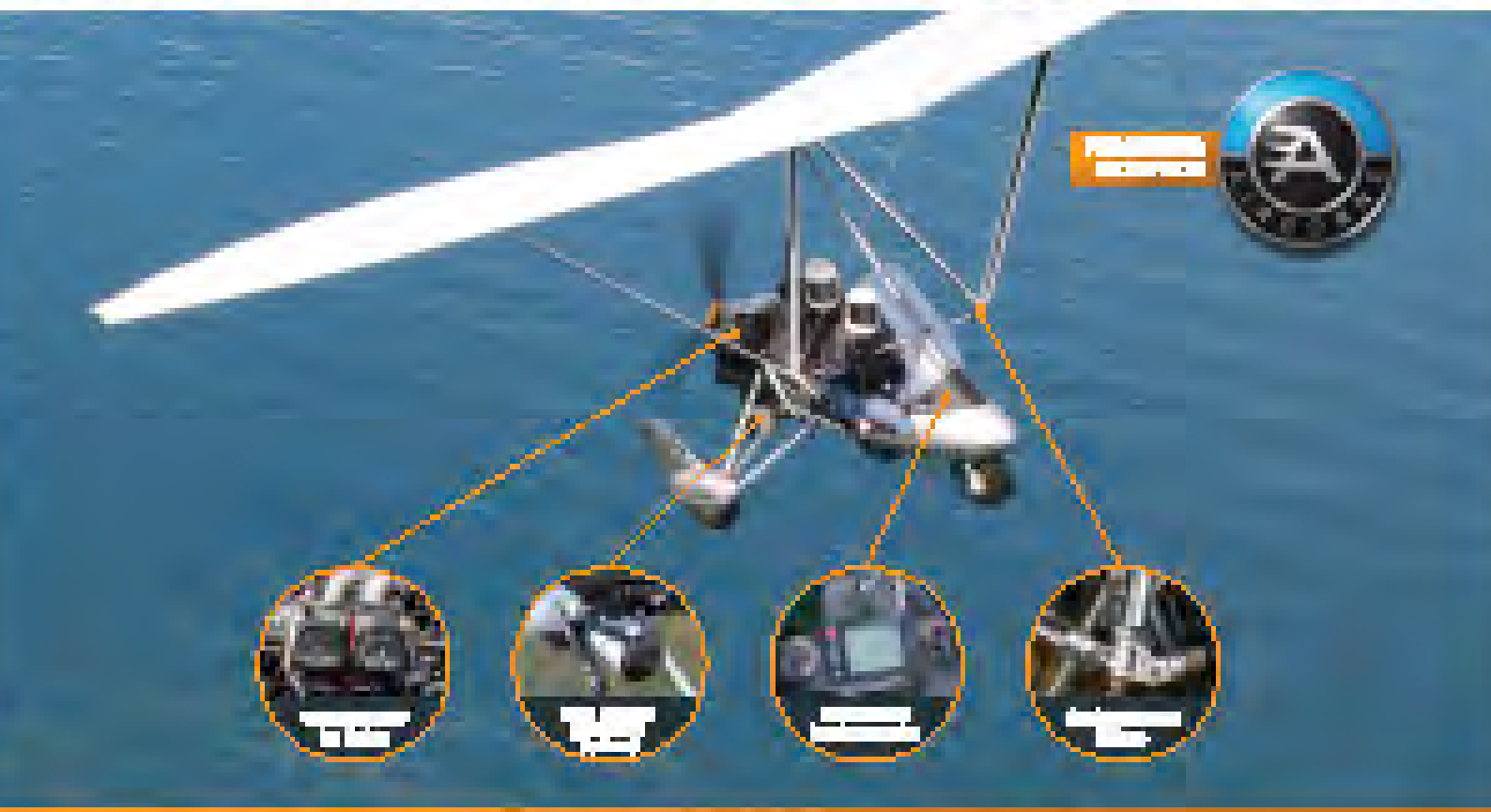


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The NEW XT912-SSV with strutted wing, includes all JPI tanks and has a revised 200mm - diameter ST-200 universal/Metric 500-rod. Price: \$27,990 incl GST (with Marketing). Airframe also fully certified and equipped for 50 hours useable. Visit www.aerobooks.com.au Phone: 02-9944 9788 Email: Sales@Aerobooks.com.au

Beautiful Aircraft, factory built and factory serviced, 118hr TT, 100kt cruise, 13ltr/hr, 1500ft/min, T/O/Land in 100mtr, 660nm range, 72" 3-blade prop, always hangared, build 2008, in as new condition. RAA or CASA regd. \$67,000 Ph 07 4959 0252, 0418 747 751.

2771 FLIGHT DESIGN CTLS



24-5445. 250 hrs total - always hangared. This aircraft's adventures have been well documented in the RAAus magazine - excellent cross-country tourer. Dynon EFIS D100/D120, Garmin 495 GPS. Extras incl electric c/s prop, electric elev trim, upgraded wheels, brakes and tyres, custom seats etc. 0413 189 019. \$135,000.

2772 ROTAX 582

Complete with gearbox and 4 blade brologa prop and radiators. Approx 300 hrs. Call Dan 0427 695 218 bombine@bigpond.com

2773 RAND KR-2

Retractable TailDragger, (built under CAO 101.28 Amateur Rules). Fitted with a 2100 revmaster engine. Longer & wider than other KR-2's and permits an increase of 185kg in the cockpit. Contains 70lt of fuel, stall speed of 40kts and cruises at 120kts. 80hrs on the airframe & engine. Delcom radio & intercom fitted, always hangared. \$20,000. Ph: 03 5241 1605 evenings only to 8.00pm.

2775 PIONEER 200 XL



24-5118. Factory custom built. Long range tanks, Lawrence GPS, SL40 Garmin radio, JPI FS fuel flow monitor, standard gauges, electric aileron trim, electric elevator trim, flaps, metallic blue paint, blue tint canopy, landing & strobe lights, cabin heat, wheel spats. Privately owned & only flown by owner. Excellent Condition. Always kept in fully enclosed hanger Nill accident. Magnificent to fly 231 Hrs. \$75,000 Plus GST Ph. 0429 457 759

2776 SAVANNAH ROTAX 912



19-5106. Very low kms, rarely used. Slat wings. Always hangared. Local WA delivery arranged. \$5,000. Ph. 0418 932 756.

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.

2784 AEROCHUTE 32-4768



40 Hrs. run time. Complete with thousands of dollars worth of extra's such as wide top plate, ground adjustable IVO prop, front webbing, front floor, rear stone guard, electric start, solo weight, fuel funnel, 2 jerry cans, wind sock & pole, weight bags, full intercom including 2 headsets, UHF & VHF radio's mounted, 3 helmets, 3 flying suits, gloves, spares. & toolbox with tools. All in a fully enclosed weatherproof lockable trailer with internal lighting. Everything in very good condition. \$20,500. Contact E-mail vaylorke@bigpond.com or Tel. 08 8555 1031.

2785 KITFOX IV



19-4473. TT 357hrs, Subaru EA81 engine 78hrs on current engine, cruise 80kts @ 14ltrs/hr, cargo pod underneath, 100 litres fuel, gps garmin aera 500, Collins radio, full instruments, reason for sale need to buy a tractor has to go, \$38,000 ono Ph Peter 0467 091 714.

2787 FLIGHTSTAR IISC



Brand new, never flown Flightstar IISC, one of the last ones to come from the US. Has been assembled with excellent attention to detail. Plane includes a fully enclosed cabin, dual controls, custom carpet interior, Falcon instruments, in-flight trim, brakes and mylar coverings. Plane is not fitted with an engine but can be sold as is or fitted with an engine of buyer's choice. Please call for more details: 0419 439 976.

2788 CHEETAH MK11



19-5456. Morgan Aeroworks. Features: winglets, hydraulic toe operated disc brakes, steerable nose-wheel, electric trim-tab on stabilator, cowl flaps. ASI, VSI, ALT, Tacho, compass, slip indicator, fuel gauge, oil temp and pressure, CHT (x2). TTIS 160hrs, Jabiru 2.2, 80hp, Cruise 100kts, 15 L/hr, 89L usable

fuel. Wings easily removed for trailering. Good X-country aircraft. Based at YSEN. \$52,000. Ph 0416 070 334.

2789 AIRBORNE XT912 TUNDRA

2008 model, Streak 3, T2-6102 (red) with GRS, training bars, chatterbox intercom, vertex radio and headsets, prop net and mud flap. TT 565hrs, \$45000 ono. Always in hangar. Ring 0415 530 939 or email: lgdiscala@bigpond.com

2790 KIT FOX MARK IV



Total flying time 260 hours, Rotax 912 UL engine, Warp drive propeller. Instruments - RPM, ALT, SI, UST, Quad gauge, Garmin GTX 320 transponder, Icom A200 radio. Accusat Safety Beacon GPS equipped. Wing tip strobes and Tundra tyres - always hangared. Plus custom built trailer. \$ 37,500. Don: 03 9739 5889 or 0421 089 053.

2791 RESURGAM MK3

For sale resurgam mk 3 under 100 hrs flight time. \$6,000. Phone 0417 540 721.

2792 SAPPHIRE



Factory built, 145 hrs airframe and engine. Rotax 447, fully enclosed polycarbonate canopy. Icom VHF, fully enclosed trailer. Located in Victoria. \$15,000. 0411 426 231 / 0412 145 633. AH. 9791 2166.

2793 MUST SELL NEW PRICE



24 Rego, Aug 07, Airframe and engine 460hrs, Rotax 914 turbo 2000hr TBO. Autopilot, VHF and UHF radios. GPS, AOA, transponder, in flight adjustable prop. Fuel mizer, computer aided navigation (Fagawi and Mountain Scope) and 120L/500+nm fuel capacity at 110kt. Located Warwick QLD. \$87,000 Ph 0407 733 836.

2794 MAGGIE S/R 2



19-7617. Second aircraft built and designed by owner, all metal structure suitable for open storage. Fitted with single ignition 1835 cc VW, wood prop and VHF radio. With centre section flaps and drooping

MEMBERS' MARKET

Enquiries

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

ailerons stalls at 32 kts. Cruise at 14 lt per hr at 80 kts, initial rate climb 700 ft/min. 30 hours airframe and engine. Price \$16,250 ono getting too old, ring or email Don at 07 3281 8449 or 0419 797 265 don.mellow@optusnet.com.au

2795 AIRBORNE EDGE X CLASSIC



Wizard wing 582 electric start Rotax engine. Less than 360 hours on the clock. Lovely condition. No accidents. Always hangered. Includes new registered trailer. Price includes delivery into mainland Australia. Accessories include 2 helmets,

training bars, radio/intercom and more \$19,000. Phone Brian 0439 320 851

2796 XT 912 TUNDRA



Streak 3. Under 100 hours TT, in Mint condition. Extras include, Rear hydraulic disc brakes, Engine cover, Micro-air radio, Lynx headsets, Aircraft high output strobes. Price is \$ 50,000. Contact Rob -0428 527 200.

2797 JABIRU LSA 55/3J



Jabiru LSA 55/3J 55-0664, J2200 with 524 hours airframe, 128 hours eng, Lowrance GPS, headsets, always hangered, good condition, must sell. \$35,000 Ph 0428 682 120.

2798 DRIFTER

Austflight 503 Airframe: 1111 hours Engine: 434.7 hours, 63.4 since overhaul. Major overhaul in 2008 (inc. new skins and wires) 63.4 hours since. Always hangered, full flight/maintenance history Intercom, radio, 2 x flying helmets, trailer included Have two aircraft, one must go. \$15,000 neg. Moruya NSW. Ph: 0438 002 775.

2799 SKYDART 2S

Unfinished project. Fuselage and empennage fabrication almost complete. Some wing parts required to complete kit (wing trailing edge/fuel tanks/aileron spar and covering) alloy main spars included and ribs built. Some EA81 parts and Sub4 re-drive available. Genuine reason for sale \$6,000 neg. Moruya. Ph: 0438 002 775.

2800 SPORTSTAR SL



Immaculate low hour Sportstar SL, private use, 210 hours approx TTIS. Dynon D10A EFIS, Almost new Varia 2-blade in-flight adjustable prop, Garmin GPS495 AirGizmo dock, electric t&b, Whelen LED landing light and external power socket. 600kgs MTOW. L2 maintained, RA-Aus registered. \$120,000 - no GST. Please call Mark 0414 642 340.

2801 SUPA PUP MK 4



19-3572. 41 Hrs TT Single Seat, Jabiru powered, superbly built and very nice to fly. Fold wings in 2 minutes for easy storage. Radio, fuel flow, GPS, all standard instruments. Cruise 85 kts, \$18,000 ONO, Sydney area, Phone Robert 0433 833 946 or missyc140@hotmail.com for photos

2802 XT912 STREAK 3



32-5351. Microair radio, Linx headsets/intercom, Helmets, Full covers, Rear discs, 165hrs TT. One owner. \$48,000 . Medway. Raven. Jabiru 2200 Sweetapple prop. Full instruments, 90 litres of fuel in 2 tanks. Cruise 58kts. Disc brakes. Radio, headsets, intercom, Helmets. pilot 3 G.P.S. panniers + more. 1 owner. 101hrs TT. \$22,000. Contact Greg. 0419 633 523 bissaker@grapevine.com.au

2803 CHEETAH XLS



Cheetah by Rainbow Aircraft. Factory built. PP Jabiru 2200. TT 52 hrs eng/airframe. Immaculate condition. Superb handling, Pleasure to fly. 110 litre tank. Spacious cockpit. Always hangered. \$44,900 Phone George 0417 017 384 e-mail gcartwright@bcgs.wa.edu.au

2804 BANTAM B22S



Rotax 582 260TT, A great machine to fly with a short take off and low landing speed. Aircraft always hangered. Western Australia. Reason for sale building a new aircraft. VGC Including 2 X helmets with inbuilt headsets. \$17,000 ONO. Ph: Ian 0458 727 111 or email ianclapp@bigpond.com

2805 DRIFTER 25-0311



Wire Braced, Rotax 503 DCDI, C Gearbox, Pull Start, Brolga Prop. Total Airframe hours 575. Engine 55 since rebuild. Skins good condition. Always hangered. Runs well. Located North QLD. \$14,500. For more details call Bill on 0408 073 142.

2806 KARAONE



10-3025. Reluctant sale due to ill health. Rotax 503 two stroke electric start. Icom radio. Hangered at Narrogin WA. Good condition. \$15,000. For more information phone 08 9419 3408.

2807 FISHER 303



Rotax 277. Folding wings, brakes. Always kept in hangar. \$2,800. Ph: 08 8258 2724.

2808 FOR SALE

Rotax 80hp, Warp Drive 3 blade propellor. Absolutely unused. Never taken out of box. Spare spark plugs & oil filters. Xcom VHF Radio, VHF antenna, Xcom headset, strobe light electrics, numerous instruments, spare tyres & tubes. All unused. \$18,200 the lot. Ph. 02 4928 2285.

2809 JABIRU J160 2200A



95% complete. Built by experienced builders. Extras include VSI, dual strobe (not fitted), upholstery kit, interior finished in speckle paint. For further info contact John (02) 9351 7137 or Duncan on (02) 9351 2459 between 8.30 AM & 5.00 PM email john.todhunter@sydney.edu.au \$49,900 or \$39,000 less engine.

2811 TECNAM GOLF 24-7433

Immaculate aircraft 912 S just had 100 hourly, cruise 105knots, stall 32knots, all instruments, GPS, lcom radio, transponder, extended 116 l fuel tanks, reluctant sale \$93,000. Rick 0431 914 652 or mothard@yahoo.com

2812 JABIRU 2200 ENGINE

Freshly overhauled from Jabiru, still in the crate, hydraulic lifters, comes with exhaust, \$10,500. Ph Tom 0419 476 677.

2813 JABIRU J160C

24-4478. TT 801 Built 05. Private use only, Garman 296, Microair T2000 transponder, all major engine services by LAME & L2. Up grade cyl heads, new pistons, rings, Conrod bearings, fuel pump. Up grade through bolts. New main landing gear wheel bearings and rubbers, bolts. Have spare prop, tyres & tubes. Sale to make way for upgrade. Always hangared. Asking price \$50,500. Contact Taz 0401 367 785. Busselton WA

2814 SUPAPUP

Single seat. 2200 Jabiru, 90k cruise. \$19,500. Ph: 07 4665 3255 or 0407 750 325.

2815 DRIFTER

Certified wire brace, 582. \$19,500. Ph: 07 4665 3255 or 0407 750 325.

2816 TRIKE

2002 Executive. 295h, 582, \$19,500. Ph: 07 4665 3255 or 0407 750 325.

2817 JABIRU 19-3267

2002 build. Would be one of the best examples of an SP500 2.2 ever built. Total time on air frame 620 hours, motor 240 hours factory rebuilt with new exhaust muffler, new oil cooler, new engine mounts, new fuel lines, new head cooling ducts, new exhaust gas temp. Sender. New tyres all round. Long engine cowl, wheel pants all round, door locks, throttle lock, fuel flow meter, lcom radio, two head sets, Garmin 295. Up to date with all Ads. Have all receipts for work ever done. Need to sell so I can retire. \$45,000 Firm. Graeme 03 5281 5496. Teesdale Vic

2818 JABIRU 230D

230D Aug 2009 T>T>280 hours. All services by engineer. Always hangared, one owner pilot. T.S. auto pilot. strobe. garmin 495. No prangs. \$77,000 ONO. Ph Joe 08 9176 5954 /08 9943 0532 or email mandorastn@bigpond.com

2819 ENGINE - ROTAX 912

TTIS 808 hours, TTR 1192 hours. Includes vacuum pump, radiators, exhausts etc. Ex GA/RA Tecnam Sierra. Airframe written off. Gearbox recently overhauled. \$11,500 ONO. Located Bunbury, WA. Call Gary on 0428 459 729.

2820 X AIR FOR SALE 1998

Blue head oil injected 582, e type gearbox, brolga prop, all less than 40hrs old same goes for new dash panel and instruments and xcom radio, has 60ltr fuel tanks, new shock absorbers, luggage compartment, cruises on 60-65 knots, very easy to fly, suit learner or low hr pilot, reg with RAA til may 2012. 19-3123 located at Holbrook NSW. \$15,500 ono. 0418 442 949 or campslive@gmail.com

2821 FOR SALE

One third share in Skyfox Gazelle, located at Caloundra QLD. Low hours, excellent condition. \$12,000. Ph: 0429 144 991.

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. \$17,000 ono Call Martin 0419 333 525.

2823 XT912 - AIRBORNE TRIKE

New sst wing with only 45hrs, base 450hrs, excellent condition, no incidents, always hangared 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.

2824 JABIRU

Standard J430 prop brand new never used \$800 for more info please call Andrew on 0439 079 998.

2825 SUBARU

EA81 engine c/w Amax 2:1 belt redrive, prop, radiator, throttle cable, rev counter and engine mount. These engines have a super reliable reputation! From abandoned project - simply bolt it in and fly away! \$55,000 ono Ph 07 4125 3735.

2826 PAZMANY PL1

Currently GA Experimental. 431Kg empty. New upholstery, new seat belts. Fuelscan 450, KY97A VHF. Altimeter, compass and transponder repaired with release notes. Canopy cover and construction drawings. Complete airframe (includes engine cowls and tailplane - not in photo). Needs engine and prop. Excellent condition. \$19,500 no GST. Ph Gary 0408 737 498. g060251@bigpond.com

2827 JABIRU SP6 24-7987

Jabiru SP6 3300 engine (solid lifters) approx 175 hours total time. Instrumentation includes DG, AH, VSI, electric turn and bank, ASI and TSO'd electronic altimeter which includes density altitude, pressure altitude, OAT, VSI and altitude alert functions. Microair radio, Microair transponder CHT, oil temp and pressure, vac gauge and tachometer with hour meter plus nav lights and strobes. Garmin Aero 500 GPS, Sweet Apple Propeller plus spare prop 85 Litre fuel tank. The aircraft performance is plan 115kts at 18 lts per hour but usually achieve 120kts. Phone 0408 544 970 or john@wsoc.com.au

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>> All types of aircraft drop in for the Straddie breakfast



Breakfast on

Straddie

by Arthur Marcel



MANY South East Queensland pilots are attracted to a hearty Aussie breakfast. Especially, it seems, when it is served to them in the picturesque surroundings of North Stradbroke Island, just off the coast of South East Queensland.

The Straddie Aero Club has hosted a fly-in breakfast at Dunwich airfield on the third Saturday of the month for about eight years. I had heard rave reviews about the cuisine on many occasions, so I decided to go there and check out the menu first-hand. Actually, flying into Dunwich is a lot cheaper than taking the car over on the ferry, especially if you fly a minimum aircraft like a Sapphire. I teamed up with three other aircraft from

Boonah for the journey.

What a surprise when we approached the airfield. It was like flying into Natfly on a Friday afternoon. Fifty-three fix-winged aircraft of all shapes and sizes, plus three very expensive looking choppers from the Gold Coast, converged on the airstrip between 8.30 and 9.00am, five or six aircraft in the circuit at a time. And, even though we all had to land downhill into the north, over some very tall and

>> A fine selection of planes parked along the airstrip



What a surprise when we approached the airfield. It was like flying into Natfly on a Friday afternoon

uninviting trees, everyone handled the situation with ease.

The smallest aircraft on the day was the Sapphire (so, what's new?) and the largest was an amateur-built (at Southport) Murphy Moose. This aircraft is best described as a scaled-down De Havilland Beaver, fitted with a 360hp Russian radial that burns 60 litres an hour (and that's just the oil, as they say)!

There were some very pretty planes parked along the sandy Dunwich airstrip, a mixture of RA-Aus and GA types - several Lightwings, a Sportstar, Kenny Edwards' immaculate Courier 19-7222 still turning heads, Jabirus aplenty, a Whit-

man Tailwind from Caboolture, a neat-as-a-pin V-tail Bonanza, a very speedy-looking Italian Falco, a Cirrus and many, many more. What an amazing turn up for a Saturday morning on such a pleasant little airfield on a beautiful, exotic island like North Stradbroke. The camaraderie was at its usual very best and I was glad to catch up with some old friends. Everyone enjoyed themselves immensely. From about 11am, the aircraft began to leave, but at slightly longer intervals than they had arrived, thank goodness. It was a wonderful morning - a monthly get together that can certainly be recommended to every pilot in SEQ. 🇺🇸

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Sunny days for Sonex

THE SonexAus group held its first Regional Fly-in at Goolwa Airport, South Australia in November.

The event was a great success. More than 50 people drove or flew in for the weekend, some travelling more than 1,000km to attend. This included a group of 12 from the Shepparton Aero Club.

More than 25 aircraft flew in, including four Sonex. Steve Nelson and Lynn Jarvis were kept busy managing the flight line.

The Sonex and Xenos pilots, Stuart, Lynn, Steve and Chris, were also kept busy conducting introductory flights over the beautiful coastal scenery which surrounds Goolwa.

Everyone enjoyed a free BBQ lunch and breakfast cooked by Tony Richardson and Greg Jones and generously supported by Cr Margaret Gardner from the Alexandrina Council and local MP, Adrian Pederick.

Thirty people attended the dinner held at the Ginger and Spice Restaurant in Goolwa. Fifteen prizes, donated by Sonex Aircraft, OzRunways and Matt Hall Racing, were awarded at the dinner. The dinner was complimented by Coopers Pale Ale donated by the Edinburgh Hotel.

We would also like to thank Geoff Eastwood, Goolwa Airport, for allowing us to invade the airfield and for the generous hospitality and assistance he provided to the visiting pilots. 🍷



NSW/ACT BY-ELECTION NOMINATION LIST 2011/12

No nominations were received for the Northern Territory vacancy
Nominations received as at 4.00pm EST, Friday 25th November 2011

NSW/ACT (1 position)

- Michael Apps - Mark Dunstone
- Dave Caban - Colin Jones

Notes on the 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 Repre-

sentatives and requires that for the vote to be formal the voter shall mark the candidates in order of preference of the voter, starting with the number 1 for the candidate of first choice and then numbering consecutively from 2 onwards for as many candidates as the voter may wish to state their preferences, saving that the voter shall mark at least the number of candidates as there are vacancies in the ballot. If the voter wishes to mark only one candidate, that candidate may be marked with a tick.

A ballot will be held for the region listed above. Voting will close at 4.00pm EST, Friday 3rd February 2012. A ballot paper is inserted in copies of the January 2012 Sport Pilot magazine where a vote is required.

Counting of votes will be by the Optional Preferential System.

Steve Tizzard, Returning Officer

Member's Statements appear in alphabetical order of surname.



MICHAEL APPS

WHO am I?

My name is Michael Apps and 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, then running three successful businesses including running 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 3 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 and
- 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 glider towing.
- been an AUF/Recreational Aviation Australian instructor since the mid 1980's,
- spent the past fourteen 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?

I had become increasingly disappointed at the direction that our organization was being taken, particularly the lack of information and increasing costs. Despite rapidly increasing membership and a growing fleet, fees have increased markedly and members don't understand why. 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 RAAus attitude of 'let's see if we can make it possible'. I would like to be part of building the future of an organization which is transparent and combines positive encouragement with absolute adherence to safe flying standards.

What can I offer Recreational Aviation Australia?

- nearly 70 years experience in aviation including flying in small aircraft,
- about 32 years of managerial and financial experience in Government and private enterprise, and many years of work on boards of aviation clubs,
- fourteen years running Polo Flat airfield.

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 sure that Recreational Aviation is the future of 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 subsidized entirely by my wife and I over fourteen years. I have no other declarable aviation related interests.

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MARK DUNSTONE

I PREVIOUSLY nominated in the last election and my reasons for standing have not changed. I am standing for the RAA Board for two reasons:

First, I am passionate about flying but not entirely happy with the direction the organisation has been taking in the last few years – I want more focus on giving members value, lower costs and less bureaucracy and red-tape; and

Second, I believe my skills and expertise would enable me to make a valuable contribution to improve the organisation for members.

My main objectives are:

- Improved corporate governance to ensure the organisation better serves and is more responsive to members.
- Better reporting to members, particularly on achievements (and failures) to reduce regulation and red-tape.
- Reduction in red-tape, rules and regulations for flying and owning an aircraft under the RAA administration.
- Better control RAA costs. Charges to members should be falling not increasing.

My concerns are that the RAA is increasingly mimicking General Aviation and has over-emphasised growing its membership rather than serving existing members. I fear the RAA is becoming too close to CASA and commercial aviation interests.

There is an ongoing growth in unnecessary rules, bureaucracy and red-tape. For example, my pilot certificate is now plastered with a long

list of plainly ridiculous endorsements. Where will it end? Will we need a separate endorsement for Jabiru and Rotax powered planes? Why not for every type, model and colour of aircraft?

Safety does not come from some piece of paper provided by a nanny regulator which the RAA appears to be becoming. Why not simply teach training pilots of the need to be competent in the type of plane they are flying?

Have rules to minimise harm to others and deal with conflicts, not to be futile attempts to protect adult pilots from themselves. I want more individual responsibility and less imposed rules and red-tape. After all, the aircraft we fly do have the notice in the cockpit explaining that the aircraft does not need a CofA and that the pilot and passenger accept the risks.

RAA fees and charges have increased more than inflation. But costs should have fallen due to increased membership and improvements in productivity. Something is clearly wrong.

I have been involved in recreational aviation since the late 1980's beginning in gliding in New Zealand. Since then I have built a Jim Maupin Carbon Dragon which I flew with the HGFA. It was with the Carbon Dragon that Bill Moyes introduced me to powered flying with the Dragonfly tug for hang-gliders. I then built a Team Minimax and powered by a ½ VW engine and registered under the AUF. I had many hours of flying fun with this aircraft which I flew to Narromine several times. My next plane was a Cygnet SF2A. I built this plane which is powered by the most simple 1835 VW engine conversion.

Ten years later I still think the Cygnet is a fantastic plane and early this year I flew the Cygnet to Charleville and back to Bungendore, all two-up except for a couple of legs.

I believe I have a range of skills and experience that will enable me to make a good contribution to the Board. In addition to private sector employment and nearly 10 years experience teaching, I have over 20 years experience at senior levels in the NZ and the Commonwealth governments. This has included extensive work in developing legislation and regulation, reforming international treaty organisations, negotiating trade agreements at the WTO and working with senior Ministers. I also have significant training in law. Outside of employment in the 1990s I was involved in successful advocacy against mal-administration in government land which was losing millions of dollars of public funds, and against a large multinational company to withdraw misleading consumer labels on its food products. I have also won several Freedom of Information appeals against government departments and a court case against a large telecoms company.

I have no commercial interests in the aviation industry. I am however a consumer of aviation goods and services such as avgas and aircraft parts.



DAVID CABAN

ELECTION STATEMENT In accordance with BY-LAW 4

I, DAVID Caban of 30 Braye st Mayfield

NSW am once again, honoured to be nominated for the position of board member for the RAAus for the region of NSW which I have held for the past twelve years. I have been involved with ultralighting for about 23 years and have been a member of the RAAus for about 20 years. I presently hold the position of RTO (Regional Technical Officer) for NSW. I have been a level 2 maintenance authority holder for 17 years and in that time have completed many TDP's and UACR's as well as helped with all other aspects of technical issues including accident investigations. During this time, I have also rebuilt, repaired and modified many different types of aircraft, usually on a voluntary basis.

I am an accredited accident investigator.

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

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

My ongoing mission as a board member will be to promote the current and future activities available to RAAus members and to supply the RAAus with the views of the members whom I would be representing and also to respond to those members with the feedback on the issues that are concerning them as well as all other aspects of our sport. I believe that the RAAus is it's members and so, as individuals, we need all the support we can get. I don't like beurocracy or rumours any more than anyone else so when the opportunity arises to achieve results, I would like to be in the front line where I could better assist my "team". My commitment to running NATFLY is just one example of this.

Although the theory of "a new broom sweeps clean", history and corporate knowledge is generally maintained with the ongoing

commitment of long standing board members

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

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

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

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

I have no financial gain from aviation at this time.

Dave Caban 003892. 22/11/2011

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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 \$20Mil - over 80 staff)
- 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)
- Motorcyclist

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 imple-

mented in accordance with needs, met requirements of timeliness, costs and utility.

As the Treasurer of APESMA, being part of the executive team, 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 the operations. With changes to the legislative basis of existence there was regular needs 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.

My involvement with Recreational Aviation is recent, however I have a life long family association with aviation where 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, and it is bringing much enjoyment.

I am offering myself for election as I believe I have qualifications and a range of experiences that will be useful to the board and of benefit to the members. I understand that there are issues of transparency and representation which

are causing some debate as well as how the organisation is travelling financially and 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.

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

I can be contacted on 0439 979 950 or Colin.N.Jones@GMail.com

Col Jones - RA-Aus Member 026402.



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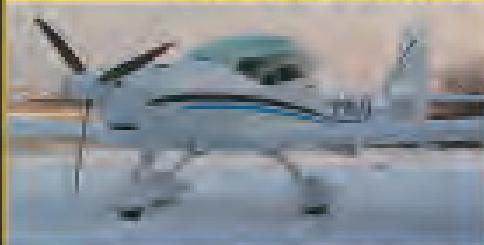
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The big splash

by Bill Hitchcock

THE 5th Annual Catalina Festival on Lake Macquarie, near Newcastle NSW, was a huge success. The Ex RAAF Base was the largest Flying Boat Base in the South Pacific during World War II, and is fast becoming the spiritual centre for Marine Aviation in Australia.

The base became operational in 1939 when Seagull Flying Boats transferred from Point Cook. Catalinas arrived at Rathmines two years later. 168 Cats operated there during the war. 328 men trained there were killed during reconnaissance, bombing, mine laying and air sea rescue missions. Unfortunately, the role played by Catalina crews has received little public recognition.

The first Splash-In was held in 2007, to raise funds to bring an former firebombing Catalina to Australia from Spain as a flying memorial. Since then, the event has quickly grown, with the rise in the number of recreational aviation flying boats now

available. The first of these over ten years ago was the very successful Searey, of which over 40 are currently flying. More variety is on the way when one sees the ads in Sport Pilot Magazine for the Seamax, Super Petrel and the Colyaer range and not forgetting the Foxbat and Sirius Amphibious Floatplanes.

15 Flying Boats and Floatplanes turned up for this year's Splash-In. The Seaplane Club staged a competition spot landing using a Cessna 180 Float Plane and a Beaver Floaty. More than 10,000 spectators saw the RAAF Roulettes perform over the lake and fly pasts were conducted throughout the day by Airborne Microlights from Redhead, Tiger Moths from Luskintyre, and a World War II Wirraway, which was probably the trainer for many of the Old Catalina Skippers. The traditional Line Astern Fly Past and demonstrations by Paul Bennet in the Wirraway and the Pitts Special concluded the day's activities. 🇺🇸



Floats ahoy! Some of RA-Aus' finest amphibians attended the fly-in



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



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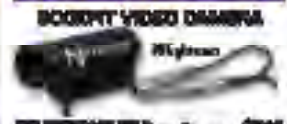
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