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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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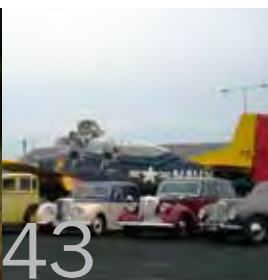
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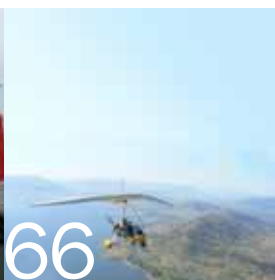
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RECREATIONAL AVIATION AUSTRALIA INC

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President's Report

STEVE RUNCIMAN



I hope you were able to contact your board member to discuss any issues or concerns prior to the February board meeting. And, if so, I am sure the matter would have been presented and considered. You should all be aware that board meetings are held in February and September each year, with the AGM held just before the September meeting. Remember also that the board members are there to represent you and anything can be discussed by all board members, via a forum, and decisions made at any time.

Despite the best efforts of Rod Birrell, the website redevelopment has unfortunately not gone to plan. The issue is currently being resolved with the assistance of Bas Scheffers, a member who very kindly volunteered to help. Bas has worked hard during the past month to prepare for the launch of stage one and by now you will have seen it, or it is ready for you to view at your leisure. The plan for stage two and beyond is currently being worked on and will be discussed and decided upon during the board meeting. Following a review of the website sub-committee, Rod Birrell will remain as the lead with Don Ramsay and myself as members. We welcome ideas about the website, so please forward them onto any one of us, or call to discuss them. Our aim is to provide a first class, informative, interesting website for all members and one the organisation can take pride in.

Bas also volunteered to develop the NATFLY website, www.natfly.com.au, which is also available to you. I encourage you to visit both sites

regularly to keep yourselves updated. I would also like to recognise the magnificent efforts of John Brandon, who developed our current website and has been looking after it for more than ten years. John, the service you have provided over a very long period of time, has been second to none and very much appreciated. I am sure I speak for everyone when I say thank you for your enthusiasm, dedication and outstanding service over the years and long may it continue.

The NORRA-Aus committee has decided to postpone the fly-in until the new Queensland long weekend in October, rather than the one in June. There are a number of reasons for this, the main one being the improvement in the weather at that time of year. Planning continues and more information will follow in the near future. It is hoped that despite this change you will still be able to support this worthwhile event.

Regrettably, as a result of miscommunication, there was confusion just before Christmas regarding junior membership, which resulted in an e-mail being sent to all junior members on December 23 informing them that their membership had been cancelled. This was a mistake and an e-mail was subsequently sent out on January 3 rescinding the original e-mail. To all those affected, please accept my sincere apologies. Please be aware, however, that the junior membership is under review and a decision as to its future will be made at the February board meeting. The members affected will be notified individually of the outcome as soon as possible and a notice will be put on the website for the

information of all other members.

The final report from the CASA Audit has been received and there were no surprises, with the concerns having already been identified at the exit brief. Most of the corrective actions have been completed and we are currently working through our systems and procedures to identify where improvements can be made. The CASA audit team will be revisiting in the near future to provide further guidance where required. The report was not all negative and there were some very positive comments received.

The start of the year was marred by an accident in which, thankfully, there were only minor injuries sustained by the pilot. However, at the time of the accident, the pilot did not have a valid membership and his aircraft registration had lapsed. This highlights the points made in my previous article on the importance of checking all matters in regards to aviation. Please keep on top of the administrative side of things and if you are ever unsure, contact your local board member or phone the office for advice, assistance or guidance. Board members and members of staff are here TO HELP.

Despite this column seeming somewhat negative, I resolved when I came to the board to improve communications and keep you informed on what is going on in your organisation, the bad as well as the good. Board members continue to work hard on your behalf. A lot of initiatives HAVE been suggested and are under consideration and, no doubt, I will be able to report these in more detail in the coming months. 🛩️

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calendar of events

Moot Yang Gunya Festival and Mundulla Show

3 March

We would love to have flying enthusiasts fly into Bordertown, SA. Shuttle service to Mundulla Showgrounds. Blessing of the Horse Sunday at 7:45am on the main oval, followed by a 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

Lightweight Aircraft Association

Annual Fly-in Yarrawonga

11 March

Trikes, RA-Aus and VH aircraft are all welcome. BBQ lunch Saturday, Dinner Saturday night. There is plenty of accommodation in Yarrawonga, 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.

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

Clifton Fly-in

11 March

Darling Downs Sport Aircraft Assn. Inc. Annual Clifton Fly-In at Clifton Airfield (Bange's). This fly-in has become an iconic event in the region and is the premier attraction for all types of aviation in southern Queensland. See various types, shapes, sizes and models of recreational, ultralight and homebuilt aircraft including sport, vintage, general aviation and any other flying machine. Come late pm Saturday, 10th for BBQ, drinks. Fly or drive in, see ERSa. On field camping, bring your swag. Advise for catering. Contact: Trevor Bange Phone 0429 378 370; A/h:(07)4695 8541; Email: trevorbange@bigpond.com

Megafauna Flyers

Goolwa Trip

24 March - 1 April

Starting at YFT and heading for Horsham for the first night. Monday, we head to Naracoorte, with a trip to the caves. Tuesday we arrive at Goolwa, for three days of flying around and seeing the sights. We will track back to Wentworth on Friday, and then Hay on Saturday. We arrive back at Yarrawonga Sunday morning. Anyone wishing to sign on may ring or email YFT for a sign-on form. First in gets the slot. Contact Peter or Anne on 03 5744-1466 or yft@yarrawongaflighttraining.com.au

Natfly Temora

6 - 8 April

<http://www.natfly.com.au>



Port Macquarie Fly-in and Fly & Spy

31 March

Aircrews are invited to participate in our Fly & Spy fun observation trial or soak up the friendly club atmosphere. Food and drink available throughout the day. A welcome/presentation dinner at the clubhouse Saturday night. The aim is to promote aviation activity and fellowship in the Hastings area. For more information Rod Davison, Hastings District Flying Club at rod1194@yahoo.com.au, phone (02) 6585 3835 or www.hdfc.com.au

MEGA BIG Fly-in Caboolture

21 - 22 April

Poker flight, BBQ dinner, movies, overnight stay, Q&A, navex & BBQ breakfast. You can do all the events or just do some, walk/drive/fly-in. All profits go to Angel Flight. For more information Sean O'Driscoll ycabevent@gmail.com

Childers Isis Flying Club.

5 - 7 May

It is an extension of the Wings & Wheels breakfast, which was a great success in 2010 & 2011. Saturday evening will include a great 'bush style' dinner, live entertainment, and bar. Sunday full cooked breakfast, more entertainment, displays of vintage and classic vehicles and machinery, stalls, activities such as jumping castle and face painting for the kids. Show & Shine for all in the afternoon. Camp under the wing, or book into motels in Childers. For more information isis.flying.club@gmail.com or Bill Brown 0418 724 645, Ian Laing 0428714690 or Edith Rutherford 0409 609 971.



Maryborough Wings, Warbirds & 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 many hotels, motels and caravan parks in the region. Spit Roast Dinner Saturday evening. For more information Tony Pope 0408 988 081 info@maryboroughaeroclub

Wings Over Illawarra

6 May

The air show at Illawarra Regional Airport, Albion Park, NSW, is a major event with aircraft including the fabulous De Havilland Caribou from the HARS collection, the Connie, Caribou, Catalina and Neptune bomber, and Australian military aircraft including the Roulettes aerobatic team, visiting warbirds and civil aircraft. There will also be other attractions including vintage and classic cars motorcycles and farm engines, children's amusements, food and other stands including Defence Employment. The co-located Light Rail museum will offer train rides. For more information woi.org.au



Barossa Birdmen Fly-in

12 - 13 May

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

Watts Bridge All-in Fly-in

19 May

Watts Bridge Memorial Airfield, situated in the Brisbane Valley is the home base for a wide range of aircraft including Vintage, Aerobatic and Recreational Aircraft as well as Gyroplanes, War Birds and a variety of Homebuilt Aircraft. On-field catering and coffee available. Free Entry. No landing fees. Contact Richard Faint 0412-317-754 or www.wattsbridge.com.au



Wings Over Warwick

8 September

Queensland Recreational Aircraft Association incorporating Warwick Aero Club (www.qraa.info) hosts the event at Warwick Aerodrome (YWCK) - 1600m, all bitumen, no landing fees. (www.warwickaerodrome.com) All aircraft welcome. Classic cars, motorcycles and model planes. Food and drinks available from 7.00 am. Avgas available. Fundraising for Royal Flying Doctor Service. For more information Kelvin Hutchinson 0407 733 836, Phil Goyn 07 4666 1676 or Graham Hawthorne 0427 377 603.

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FEBRUARY 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 an RA-Aus gear.



The sound of silence

Engine dead? No Worries! Or at least No Panic. Kreisha Ballantyne's account (SP, 11/11) of her feelings of dread upon the engine being stopped during a flight test are all too common. Since most RA-Aus (and GA) pilots have NEVER landed without the engine running, a real engine failure often leads to disaster. The typical scenario goes like this: After the normal restart procedures have been tried with no success, the pilot sets up a glide. (All pilots should be constantly looking for suitable landing places for just this sort of situation.) All is well until 500ft agl, the level where practice emergencies end and the instructor says the magic words: "Well, we would have made it. Give 'er some power." But this time, there is no power.

The ground is now rapidly approaching. The pilot is not lined up and tries to turn. The ground feels so close. Then the pilot pulls back on the controls in an automatic last ditch attempt to climb. The result? As the witnesses say, "The airplane seemed to pause in the sky, then it turned over and spiralled into the ground." Classic stall-spin.

In the old days of the AUF, engines quit regularly and pilots were adept at dead stick landings. Now, engine-off training is considered an advanced exercise. But there is a way to get

lots of dead engine practice, safely and legally: Motorgliders. Motorglider pilots turn off the engine on every flight. By the time a motorglider pilot has soloed, she/he has done about 40 or 50 dead stick landings. Old hands have done thousands.

A while back, one of my former motorgliding students was flying a Cessna. The instructor suddenly throttled back the engine to simulate engine trouble. My ex-student went through all the procedures and set up an approach to a pad-dock. (Down to the usual 500 ft) The instructor praised him on his flying, except for one thing. "You didn't send out a simulated May Day call."

The motorglider pilot replied, "But it wasn't an emergency. Just an engine failure." (He really should have made the call.)

Even a few hours in a motorglider could mean the difference between making a successful emergency landing and being the lead item on the evening news.

Norm Sanders CFI Byron Gliding Club

Ed – Norm made such a good point that Kreisha immediately made plans to go for a motorglider instructional flight with him. I went along to watch. The conditions were terrible but the flight was a big success. Kreisha reported the most notable thing was the silence. She was impressed. Thanks to Norm.

DON'T hold it in and give yourself a headache.

Share it with the members and not only will you get it off your chest. But you could win some great prizes. Every month, one Letter to the Editor will be chosen for a special prize.

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

recreational aviation that no one else will listen to.

Email editor@sportpilot.net.au and have your say. (By the way - the editor reserves the right to edit Letters to the Editor to shorten them to fit the space available or in case of libel.

We don't want your completely reasonable opinion to land you in court.)

Something to say?

Email editor@sportpilot.net.au

A group effort

I am writing to you with a suggestion for Sports Pilot Magazine. For many months / years now, I have wanted to purchase my own aircraft, and I suspect like many other RA-Aus members, cannot justify the cost involved to go it alone.

My suggestion is to have a section in the magazine such as expressions of interest in purchasing and sharing costs involved in purchasing, running, servicing, hanger, insurance, etc. of an aircraft.

Syndicates obviously are nothing new, but an email listing of people interested in doing so and type of aircraft & area in which they live might well be. It would also complement the Members Market possibly creating quicker sales and in turn, create more money in advertising. By the way, my email is Jakkell@bigpond.com and would welcome anybody living near YCEM Coldstream Airport interested in a syndicate purchase of a second hand Tecnam Sierra, such as the one for sale in Members Market, December 2011, Volume 7, page 57. Food for thought to further enhance a great magazine.

Paul Kelly

Ed- Great suggestion, Paul. What about it members? Any one care to put forward an expression of interest and we'll make room for it in the magazine. .

That crumpled feeling

I am appalled at the declining standard of newer RA-Aus aircraft. This relates primarily to low wing light aircraft with little or no overturn structure and no clear escape path following an overturn. These requirements have been written into FAR 23 for at least 40 years.

Many newer aircraft have given no consideration to the head strike arc, this includes both high and low wing types. Very few aircraft have head rests on their seats, seat belt recoil (and hence whiplash) being known about for many years.

Many modern aircraft are of very light weight composite construction with no capability of ductile failure. That is, the aircraft dissolves into many parts with no capacity for living space preservation. Tubular steel is best, that is why very nearly all ag aircraft use this method of construction.

Maybe I am worrying unduly because we all know that RA-Aus aircraft never have accidents.

Bill Whitney

Dipstick reaction

Regarding "Dipstick" published in November Sport Pilot and the "Note from Technical Manager about the Dipstick Story in October Sport Pilot. I agree with the Technical Manager when he says "Checking the oil in an engine must be performed strictly to the engine manufacturer's instructions. In no way did I mean to imply that my instruction should override that of "the engine manufacturer."

I do not suggest under filling or over filling of an engine with oil. For the sake of clarity, I would like to state, find out what the manufacturer requires and follow that direction to the letter. There is no other authority. My observations come from 20 years as a flying instructor and are what I have experienced. Think about it, talk about it, research it, but get it right for your engine. I hope we have generated some awareness and discussion. To mislead was not my intent.

Peter Johnson

As the longest crow flies

With regard to the Longest Flight Award given out at Natfly. I understand this is awarded on the basis of how far a pilot flew their aeroplane before arriving at Natfly. This is an obvious reason for people to do that 'fly around' they'd always intended and combine it with a visit to Natfly. Considering these 'rules', even someone from Temora could win this award. These rules should be changed to the longest distance between the person's home airport and Temora using the shortest route over land. (Unless you have no option but to fly over water because your home airport is on an island.) I am a west Australian and I won this award in 2008. The plaque presented states "1574 Miles in a straight line"

Don Briggs Narrogin Flying Club

Ed- The only problem with that idea, Don, is that someone from Temora could NEVER win the award.

Bring back the prop

Sorry, I cannot agree with the Board: I think both new & old front pages are too busy; too many colours, etc. However, the old banner was more appealing and the tabs highlighting articles at the bottom gave the right feel, over the new squared-off presentation. Whatever you do next, please bring back the prop! PS keep up the good work

Andy

Ed- We agree with you, Andy, about the propeller. Keep an eye out for its return soon.

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by Arthur Marcel

New Airport for Brisbane

The Brisbane Valley is getting a new regional airport. Strictly speaking, this airport is in the Lockyer Valley, and the name of the new airport is actually the Lockyer Valley Regional Airport.

But let's not split hairs; all roads lead to Rome and all creeks (as we discovered much to our discomfort in January 2011) eventually lead to the River City.

Situated half way between Ipswich and Toowoomba, only six or seven minutes from Gatton, Laidley or Plainlands, and occupying 123 hectares of prime land on the gently sloping shores of Lake Clarendon (see photo), this magnificent new development has a 1250 metre long, 30 metre wide, tar-sealed runway pointing exactly east west.



>> Randal McFarlane

Australia's first truly green airport

And as any Brisbane Valley aviator will tell you, 09/27 are the magic numbers in our area because when that South East Queensland sea breeze comes in, nothing else works quite as well.

The Lockyer Valley Regional Council enthusiastically supports the project, but the council is not the developer. The new airport is the brainchild of Brisbane pilot/entrepreneur, Randal McFarlane, owner of VNE Systems. Randal has been involved in aviation for many years. He started his professional life as an RAAF air traffic controller and has been intimately connected with aircraft and flying ever since. Randal is a director of the Australian Warbirds Association. He is a passionate supporter of anyone trying to turn their dreams into reality. Five years ago, he went to the US to buy a twin-engined Douglas A26 Invader and flew this WW2 vintage attack bomber back across the Pacific to its new home at Archerfield himself. Besides the A26, Randal owns a Cessna O1 Bird Dog forward air control aircraft and a Focke-Wulf FW 149D Luftwaffe (post war) training and communications plane. This immaculately maintained Focke-Wulf was at the inaugural Gathering of Eagles Fly-in at Watts Bridge last September. It is a fully aerobatic, four seat, retractable nose-wheel undercarriage, low wing, all metal aircraft, powered by a Lycoming GO 480 motor developing 285hp.

Randal is so keenly involved with vintage aircraft that he intends opening an aviation museum at the new regional airport. There are also plans for the Lockyer Valley Flying Club, a group which was put out of business about a decade ago when the University of Queensland closed its airfield at Gatton Campus, to re-establish itself at the airport. The business entity Randal has put in place to establish the airport is known as Lockyer Valley Regional Airport Pty Ltd.

The project will be financed through the sale of 89 freehold hangar sites and 14 "non-air" sites for aviation businesses. All land title will be freehold and the hangar sites will include 15 metres of apron parking directly in front.

There will be a building covenant to ensure integrated and complementary building designs, sizes and colour schemes. The covenant will exclude residential accommodation and will also mandate that all activities and storage be directly related to aviation.

That means no yachts, no quad bikes, football goal posts, excess furniture, etc. With the establishment of this airport, Randal is hoping to eliminate everything pilots and operators do not like about current GA/RA-Aus airports. A professionally run body corporate will be set up



to administer all operations, and all of the airport's freeholders will be democratically included in the decision making process.

The business will raise about \$30 million through the sale of airport sites. That means each allotment will sell for \$300,000. Given the perennial dissatisfaction of Archerfield owners and tenants, the threatened closure of Heck Field, and growing interest in recreational aviation in the area, there should be no shortage of interested buyers.

Already plans are afoot to base a rescue chopper at the airport, a facility sorely lacking in January last year when the Lockyer Valley flooded with such tragic consequences. On the matter of the floods, however, it should be noted that the airport land was high and dry during that event, so flooding is not seen as a problem for hangars, taxiways or runway.

The airport will, of course, have its own refuelling service. It will cater for both Recreational and GA aircraft up to normal charter category. However, there are no plans for scheduled services, mainly because of the security headache that would bring. So ASIC cards will not be required (how wonderful). Probably, though, all aircraft will be required to be radio equipped.

The decision has been made to exclude parachuting and gliding operations, but with skydiving at nearby Ripcord and gliding at Boonah, this is not seen as much of a disadvantage.

Landing fees will apply for non-owners but are expected to be reasonable. A rigid fly-neighbourly policy will prevail: A good relationship with the local community is a priority.

The airport will also be children-friendly with a playground already planned. As well, the airport will also have one of the most environmentally-aware operations policies ever devised. Randal describes the development as Australia's first truly green airport.

New Airport for Brisbane cont'd.

It will have solar lighting, solar power and tank water systems for every building. The sewerage system will employ bio-cycle technology and be completely independent of council infrastructure. The only outside service connections will be for three phase power and NBN communications.

The airport (runway centre) is located 27° 30' 51.52" S, 152° 22' 01.86" E. To get there, drive up the Warrego Highway from Brisbane and, just after Plainlands, turn right at the Big Orange onto Lake Clarendon Way, then right again onto main Green Swamp Road. The airport will be on your right. Well done, Randal McFarlane, and good luck with this wonderful project. 🇺🇸



NEW REGIONAL AIRPORT DETAILS

LOCATION	LOCKYER VALLEY, NEXT TO LAKE CLARENDON
LATITUDE AND LONGITUDE	27° 30' 51.52" S, 152° 22' 01.86" E
NO. RUNWAYS	1 SEALED WITH PARALLEL GRASS STRIP
RUNWAY	09/27 (1250M)
TOTAL LAND AREA	123 HA
NO. ALLOTMENTS	89 FOR HANGARS, 14 FOR COMMERCE
COST PER ALLOTMENT	\$300,000
ALLOTMENT SALES BEGIN	FEBRUARY 2012

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Changes in the air

by Brian Bigg

A CASA Task Force is investigating the regulations governing GENERAL AVIATION. And although the enquiry shouldn't immediately affect RA-Aus, there is no doubt we will quickly see the flow on effects of many of the changes being proposed.

Task Force members are going around the country, asking pilots and other people involved in general aviation just what they think about where the industry is and where it should go.

Task Force Manager, Peter John, already has some idea about some of the things he wants to change.

One option being explored is for GA pilots to be allowed use a driver's licence medical. Sound familiar?

Pilots would visit their GP (who does not need to be a DAME) every two years for a document

which will state they comply with the medical standard to drive a car. There will be no medical processing fee. The document would be carried by the pilot like a Class 2 medical. Pilots on this type of medical will be able to fly an aircraft up to 1,500kg (typically a 4 seat GA aircraft), Day VFR. They will be able to carry only one passenger, although if an appropriately licensed pilot with a Class 1 or Class 2 medical occupies a control seat, this restriction would be lifted. Access to controlled airspace would also be available. Student pilots would be able to use this driver's licence medical and, if necessary, upgrade to a Class 1 or Class 2 when required.

This medical standard is in line with the increasing likelihood CASA will soon introduce a Recreational Pilot Licence, which would also allow a driver's licence medical. A Recreational Pilot Licence would allow pilots to fly aircraft up to 1,500kg within the training area or 25 miles. Endorsements would be available to remove the 25 mile limit, and to allow access to controlled airspace. The Recreational Pilot Licence would require a minimum of 25 hours of flight time, and RPL holders would be able to sign the maintenance release.

There are unconfirmed reports circulating that moves will also be made to bring the RA-Aus medical standards into line with these proposals to create a national standard for all recreational pilots, 'regardless of how heavy the metal or fantastic the plastic you fly.'

'Such a move could dry up the stream' we have seen in recent years of medically weary GA pilots pouring into RA-Aus.

The Task Force is also looking at standardising the minimum pilot age across all sectors of aviation. At present, 15 year olds can only fly solo in gliders or RA-Aus aircraft. GA wants some of those young pilots back. Changes are being proposed to allow 15 year olds to sit for their GFPT or hold a Recreational Pilot Licence, with a PPL available from the age of 16.

The Task Force will also consider including an option for experienced private pilots to complete an instructor rating without the need to hold a CPL.

This will be especially beneficial for small regional or country flying schools, to allow pilots with specialised skills be able to coach others, and for not-for-profit groups (such as the Scouts, the Australian Air League and the Air Cadets) to allow their PPL holders to instruct members without as much fuss.

There is also a proposal for the removal of AOCs for small flying schools and joy flight operators. This is designed to keep experienced instructors in the industry, especially in rural areas, but will also create new competition between RA-Aus and GA schools.

There are quite a few more proposals being discussed, but these are the big ones which will likely have an effect on RA-Aus, especially in terms of membership and future growth.

None of these proposals is set in stone yet. But the discussion has begun.

Information for this article was taken from a presentation by CASA GA Task Force Manager, Peter John, at the AOPA safety seminar in Bendigo.

CALL FOR NATFLY VOLUNTEERS

Preparations are well underway for Natfly 2012 in Temora. If you missed it last year, you will have a chance to visit one of the finest flying Warbird museums in the world, at Temora Aerodrome.

There will be forums for aircraft builders and pilots on a variety of subjects including maintenance, building, engine and instructors. As well, there will be a focus on aircraft in the 95.10 category.

An RV Homecoming is scheduled for Good Friday as part of the SAAA contribution to Natfly 2012.

Non-pilot partners can attend workshops on Stitchery and Beading as well as a free tour of the town, properties and an afternoon tea, courtesy of Craig and Bev Pellow at Ray White Real Estate.

To make Natfly 2012 happen, we need more

volunteers.

1. Meeters and Greeters to meet the pilots flying in and distribute programs and information. Times needed are: Thursday afternoon, Friday morning or afternoon, Saturday morning, or afternoon;
2. An IT professional who will be on 'standby' to help presenters get their powerpoint presentations to play and sort out any IT difficulties;
3. Marshallers prepared to put in a morning or afternoon;
4. "Follow Me" Marshallers to put in a morning or afternoon who can drive a motorbike;
5. Drivers for the pilot shuttle.

If you want to be part of the team and give us a hand contact: Carol Richards, Natfly organiser on: 0407 574 467 or drcrcar@gmail.com For more Natfly information visit www.natfly.com.au.



>>CASA GA Task Force Manager, Peter John



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Editor's choice

Brian Bigg

POTHOLES IN THE SKY

Friends and relatives have learned not to get me started on my opinion of my aeroplane.

I can go on for hours about how beautifully it flies, how well it lands, how cheap it is to run and, because it has an 18:1 glide ratio, how safe it would be in the event the trusty Rotax ever let the side down.

But when one of them asks me about why I generally only fly in the morning or late afternoon, I find myself putting my hands over my mouth, muttering and changing the subject.

Because the one disadvantage of flying an aeroplane with an empty weight of only 299kg (forget the jack when changing a tyre my teenage son just holds it up for me) is that riding in turbulence is what I imagine it would be like to be stuck in a Westinghouse as it goes through a complete wash and spin cycle.

The long wings, which would be so safe in the event of an engine failure, feel every passing bump. And, while generally it's not dangerous, feeling all the turbulence can make the ride very uncomfortable and certainly reminds nervous passengers just why aviation is so scary to them. I often fly between Sydney and the north coast of New South Wales. The flight normally takes a touch over three hours. Even less when I'm travelling south and there is a lovely northerly boosting my ground speed. But a recent flight north was into a 30kt headwind. I spent five hours being tossed around like a dirty singlet in a washing machine. I was even forced to stop

halfway for a rest from the incessant up and down bumping which was bruising my shoulders where they came in contact with the seatbelts.

By the time I arrived at my destination, I was becoming physically ill and I spent the next two days in bed.

So where possible, I like to fly when the air is smooth. But a lot of times, it is just not possible. Have you noticed that in many areas where light aircraft have to fly around controlled airspace, the people who make the rules and draw the charts obviously don't

rify. Many was the time I thought my wheels would touch the water. And in the next instant, I was brushing the top of the lane. Thank goodness sane heads have prevailed and we can now cruise past at 4500ft over the top of the airport in safety and comfort.

The same applies going around Coolangatta CTA. The mapmakers have quite kindly given us lighties a new VFR lane, but it takes us over what is often very turbulent territory west of the airport. The only alternative is to go through a high mountain

valley west of the field. That is a delightful journey just after dawn when there's no wind. At any time after 11 o'clock in the morning in the summer, it's life-threatening.

Meanwhile, as usual, the heavy metal swans along the coast and over the smoother water with nary a bump.

And which genius came up with a light aircraft lane around Brisbane CTA which involves travelling over miles and miles of open water via Moreton and Bribie Islands? I don't like to go that way even when the weather is perfect. I was always taught never to fly further out to sea than I was prepared to swim



care that ultralights are infinitely more susceptible to turbulence than heavier metal. The VFR lanes often go through, over or around mountains and valleys which can be a nightmare when the wind is up, which is most of the time. Meanwhile the heavy metal, which could more easily handle such turbulence, is allowed to swan around the smooth, flat land closer to the coast.

For me, going past Williamtown at 500ft over the coast in summer used to be ter-

back.

It's obvious the rule makers don't fly as light as we do. Their choices of VFR lanes appear arbitrary and obviously slapped on after they have carefully built perfect CTA steps for the airlines. But it would help no end if they went for a ride with me in the middle of the day before they put pen to paper.

Then they would learn the hard way about flying when the sky is full of potholes. 🍷

In Search of the Fox

By Arnold Millet



Having previously owned and flown a Robinson R22 helicopter and now having an Airborne 912 XT weight shift microlight in my hangar, I had my heart set on owning a three axis recreational aircraft to learn a different skill and give variety to my flying. This is not a criticism of the microlight which is a real buzz to fly and is used for serious cross country trips as well as short doses of aviation therapy near our property in the Southern Tablelands in NSW.

For a few years, I have been reading articles, looking at aircraft at shows and airports, talking to owners and checking out specifications on the internet. Despite the global economic woes and gloom, there is a bewildering array of light sports aircraft available in the US, Europe and Australia as well as other places.

How does an inexperienced fixed wing pilot choose from this smorgasbord of aviation offerings?

Over many years, I have found that if I absorb all the information available on a subject and let the subconscious work on the data, impressions, feelings and other esoteric factors, a decision will slowly poke its way out of the seemingly impenetrable fog.

You know how sometimes things just click into place? This happened to me on a visit to Airventure 2011 at Oshkosh, Wisconsin.



The reason there are so many choices is obvious; pilots are individuals and no two will have exactly the same desires in the areas of technical design, aesthetics, performance and cost.

In the absence of a perfect match, a choice will always be a "best fit" between pilot and aircraft, while satisfying a majority of the desires. Let's face it. They all fly, they all require maintenance and they all cost money.

My "best fit" revealed itself to me at Oshkosh when I came across the Kitfox. It wasn't exactly love at first sight, but more like a comfortable friendship that developed over a few days. I went back to the display at least four times over four days. I looked, talked and absorbed the features of this impressive aircraft.

I had heard of the Kitfox, but had not excluded it from my list or embraced it as my El Dorado.

The Kit Fox is a native American fox (*vulpes macrotis*) and is the smallest of the Canidae family which includes wolves, foxes, jackals, coyotes and domestic dogs. The Kitfox is also available as a fully built aircraft or in kit form – nice play on words.

Although I have never written it down before, my desired list of parameters was:

- High wing with good visibility;
- Light weight with room and load capacity for a significant amount of luggage;
- Cruising speed of 90kts or more;
- Range of at least 300nm;
- Moderate fuel consumption;
- Good short field and rough field capability – a bush plane;
- Trailerable for road transport;
- Agility and wide control range;

- Strong construction and proven design;
- Pretty to look at – the emotional side of a practical pilot;
- Reasonable and affordable cost – the practical side of an emotional pilot.

How could I not love the Kitfox when it satisfies all these need and wants?

After getting home from the Oshkosh trip, the voices told me I had to go back to Idaho and check out this aircraft to make the final decision on whether or not to buy it.

The voices have cost me three trips to the US in search of my ideal aircraft (Oshkosh 2009 was the first), and they are a damned nuisance, because I cannot ignore them.

The Kitfox is made in a small facility at Homedale Airport, not far from Boise, in a quiet rural area. John and Debra McBean, with their small "family" of dedicated staff, build the aircraft in their factory, with some work, such as powder coating done by outside specialists.

I am sitting in a hotel room in Boise, Idaho after having flown the Kitfox with instructor and owner of Stick and Rudder Aviation, Paul Leadabrand. I visited the factory at Homedale Airport, ordered a kit and toured through some spectacular country in Idaho, Utah, New Mexico, Arizona, Nevada, Colorado and a bit of Wyoming and Montana, with my partner, Win.

Paul provided excellent company as well as expert tuition. Instead of just doing continual boring circuits in one place, Paul guided me to a number of small airports within a short distance of Boise, so the training included flying over exciting country as well as a good variety of landing grounds.

I enjoyed the flying immensely and was delighted with the handling and performance of this very sprightly "little" aircraft.

READERS' STORIES



In Search of the Fox cont'd.

This is a serious aircraft which acquits itself well in any comparison with similar style two seat aircraft in the recreational and general aviation categories.

As well as avoiding the high cost of ownership and maintenance of a GA aircraft, the Kitfox is a genuine cross country aircraft which will certainly satisfy my touring requirements for safety, comfort, range and cruising speed. The short field and rough field capability is a very desirable and reassuring ace up the sleeve when in remote country and an unscheduled landing is required for weather or other pressing reasons.

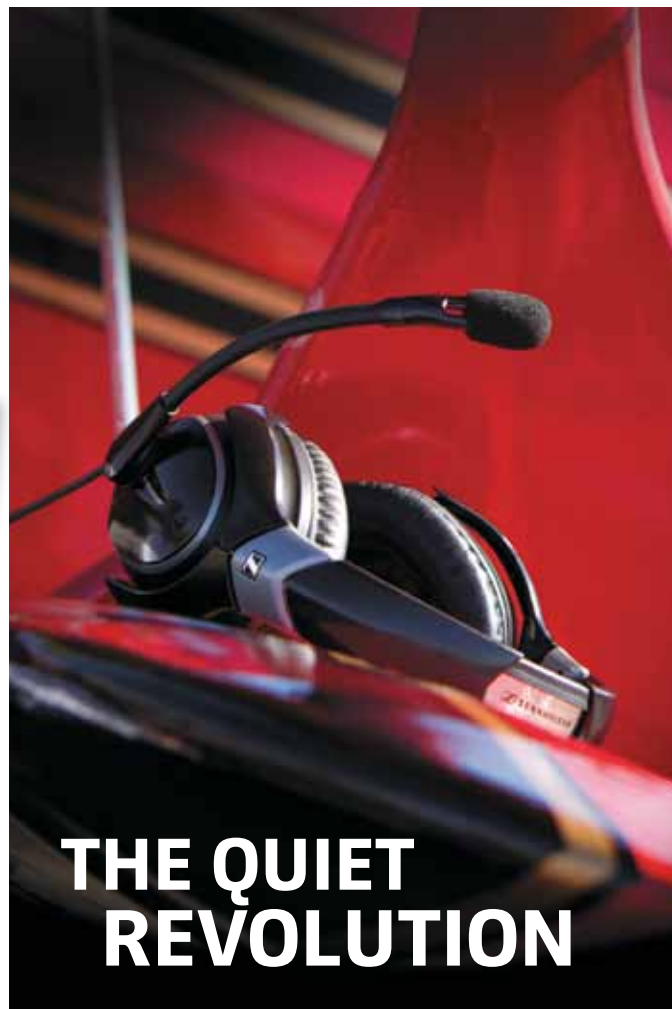
The latest Kitfox, the 7th generation is the result of evolutionary changes to incorporate improvements in the aircraft.

I have ordered the Kitfox with the firewall forward kit to suit a Rotax 912 ULS 100 HP engine.

Kitfox offers a wide range of engines including Rotax, Lycoming and Rotec radials. While my initial thoughts were to fit a Lycoming 233 engine because of its simplicity, large capacity and 115 HP short time rating, I chose the Rotax, because Paul's aircraft has this engine and I found the performance more than adequate. The Rotax also has the advantage of lighter weight than the Lycoming so the lesser power is significantly offset by the lighter weight.

A Rotax 914, 115 HP engine can also be fitted, but the extra cost and complexity dissuaded me from that path.

The whole journey so far in seeking, flying and finally ordering the Kitfox has been an enjoyable adventure and having personally dealt with John and Debra as well as benefiting from Paul's patient training, I am eagerly looking forward to the delivery of the kit and the assembly in the new hangar that I have almost completed at my home. 🏠



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Flying High in the Himalayas

by David Saunders

*I just had to
locate the den
of this little yellow fox*

While taking in the magnificent vista of the Annapurna Mountain range on a recent trekking holiday in Pokhara, Nepal, I was pleasantly distracted by the sound and distinct profile of an A22 Foxbat cruising in the distance.

Having recently completed my RA-Aus pilot certificate on this type, I knew I just had to locate the den of this little yellow fox. After making some enquiries at the hotel, I was given the phone contact of Praween Gauchen, manager of Avia Club Nepal, located at Pokhara Airfield 2712ft amsl.



Avia Club Nepal was established in 1996 as a joint venture with Russian/US/Nepali citizens in Nepal. It is licensed under the Civil Aviation Act of Nepal to operate commercial flights, as well as pilot and technician training. With a fleet of two A22 Foxbats and four Rotax 582 powered trikes, Avia Club serves the growing adventure tourism in the region as well as professional services to movie productions, scientific research and expedition support.

After a quick phone call to the ever helpful Praveen, I was soon on my way to the field to be security screened (Because Pokhara is a RPT hub for many internal short haul flights and only recently recovering from years of political upheaval, security was tight) and escorted to the Avia Club hangar and offices.

Meeting me there was CFI Capt. Alexander Maximov and Snr. Instructor Capt. Stephen Shrestha. Stephen was Nepal's first certified ultralight pilot. He and Alexander have a combined total of over 6000hrs in ultralights between them, predominately mountain flying. Stephen took me on an informative and detailed school inspection and tour of operations before arrangements were made for a flight

in the A22 the following morning.

I awoke to a beautiful cloudless day, had a quick breakfast and a short bike ride to the field. After a detailed flight briefing, I was harnessed and warming up the Rotax 912 as Alex requested taxi clearance for Runway 22 and a north easterly departure from the control zone.

Having been offered left seat and take off command under Alex's watchful eye, I lined up on the centreline and steadily fire-walled the throttle. Everything was familiar, other than the yoke control and the view outside. I was soon settled into a 70kt cruise climb tracking 220 for eight minutes. With 7000 metres high peaks ominously looming up ahead, Alex directed me to a more northerly heading as we climbed through 10000 ft amsl while continually maintaining our 1000 ft' AGL.

As the vertical speed degraded, it was obvious we wouldn't clear the approaching saddle across the valley. I handed control gratefully over to Alex who then gracefully banked 60 degrees to the left and slotted into formation behind two Himalayan mountain eagles he knew would be thermalling around there.



>> Alex and Dave after landing



>>The Avia Club Nepal team: Alex centre, Praveen far right

Flying High in the Himalayas

After five tight circuits and a couple of thousand feet of free lift, we were well clear of the saddle and cruising at 14000ft into the upper plateau surrounding the peaks.

Tracking on a more westerly heading, we were soon approaching Machapuchre at 6993m. (The only Nepalese peak never to be climbed.)

Flying alongside the face of the mountain, I was overwhelmed by the most dramatic views of glaciers and icefalls. Four of the world's highest mountains encircled us and I truly felt I was flying with the angels.


All too soon it was time to change heading toward southwest and pick up the valley which would lead us back to Pokhara. But not before zooming around the southern face of Annapurna 1 and over flying the base camp. With a steady rate of descent, I soon had Pokhara's Fewa Lake on the horizon. We kept a vigilant lookout for the sporadic RPT traffic. Inbound call complete, we were directed by ATC to hold over Pokhara city for 10 minutes until a slot was allocated between two arriving Bhu-

da Air ATR 72 turbo props. A textbook landing followed and an expedient clearing of the runway had us back at base in no time.

The obligatory tea was served after shutdown and we watched the flight video from the recently installed (the day before!) wing boom mounted HD camera. A group photo shoot completed my visit.

As well as being one of the most memorable experiences in my short flying "career", I met some amazing and dedicated aviation enthusiasts who shared their passion with me. To any pilot or non pilot alike who just may be passing through the region, remote as it is, the opportunity to soar with the eagles and literally "fly high in the Himalayas" is too great of an adventure to miss. Praveen and his friendly team at Avia Club went out of their way to make this occasion a special one for me, no doubt as they do for all their guests.

For more information

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MY AAK HORNET STOL

By Bruce Scott



▀ *An easy decision, I thought*

I wanted a safe and strong all metal plane built for Australian conditions and said to myself “just choose the avionics and order it!

Of course, it wasn't that simple. But after shopping around, I ended up at Australian Aircraft Kits at Taree on the mid north coast of NSW. At AAK, I learned there is no “one design fits all”. Each aircraft is custom built and modified for the customer's specific needs. AAK offered me the Hornet STOL with side by side seating, the Hornet Tandem, the nimble Hornet Cub or (for VH registration only) I had the choice of the Hornet AG, a four seater or the tandem seat Bushman. And there was more. Will my style of flying benefit from the slatted or non-slatted wing? Will I prefer flaperons or flaps and ailerons with that?

Thankfully Ole Hartman, the principal and chief designer, and Brian Wood, the operations manager, have built 28 Hornets, mainly for station owners working in some of Australia's harshest conditions. They have the practical experience to advise me of the best configuration that will suit the type of flying I want to do.

So with the nod from the Minister for Finance, I ordered Hornet STOL No.29 with side by side seating, adjustable fore and aft, non-slatted wing with flaps and ailerons, trailing link landing gear with 8.50 x 6 tires and the Alaskan Bushwheel tail wheel, 2 x 60 litre metal wing tanks and the 100HP Rotax. I'm one happy chappy.

From the beginning of the build, the level of experience and attention to detail shown by the whole team at AAK was evident.

There is no “she'll be right” attitude. It all starts with a welded chrome molly-

frame encasing the cockpit. The wings are attached via the main and rear spar and braced with the twin struts. The landing gear is attached to this frame. The strength of the chrome molly carries all the stresses from the wings and landing gear. The strength of the fuselage is apparent through the frames and webbing with the longerons tying it all together. The way the tail wheel and empennage are attached is another testament to the strength of this airframe. Flight controls via push rods and rose joints, instead of Bowden cables, give excellent feel and feedback.

This build process has taught me there is no substitute for experience. Just look at the photos. 📸





1 ON THE BENCH AND STARTING TO TAKE SHAPE. HERE YOU CAN SEE THE CHROME MOLLY FRAME WITH THE STAINLESS STEEL FIREWALL.



2 THE FRONT AND REAR SPAR OF THE VERTICAL TAIL FIN ARE BOLTED TO THE BULKHEADS AT THE REAR OF THE FUSELAGE.



3 DOUBLE SKIN AND DIAGONAL BRACES INSIDE AND HEAVY MOUNTING PLATES FOR THE HORIZONTAL STABILISER AND A CHROME MOLLY MOUNTING BRACKET FOR THE TAIL SPRING.



4 STARTING TO SKIN THE WINGS. YOU CAN SEE THE SOLID RIVETED MAIN SPAR WITH THE STRINGERS HOLDING THE NOSE RIBS IN PLACE.



5 THE TORQUE TUBE FOR THE AILERONS IS CHROME MOLLY AND MOUNTED IN SEALED BALL BEARINGS AND NOT JUST BUSHES WHICH CAN WEAR OUT.



6 THE 8.50X6 TYRES MOUNTED TO THE CHROME MOLLY KNEE-BONE SUSPENSION WITH THE COIL OVERSHOCKS GIVES 8 INCHES OF TRAVEL AND REBOUND DAMPERING.



7 MORE CHROME MOLLY. OLE MAKES HIS OWN ENGINE MOUNTS AND FRAMES.



8 IT HAS GROWN WINGS AND LOOKS LIKE IT WANTS TO FLY.



9 POSITIONING THE HORIZONTAL STABILISER AND CHECKING THE ALIGNMENT BEFORE BOLTING TO THE FUSELAGE VIA THE FRONT AND REAR SPAR AND HEAVY MOUNTING BRACKETS.



>> Kev admires his trophy

CAGIT

by Kev Young

Since September 4, 2001, the Come And Get It Trophy has resided here in the Latrobe Valley in Victoria. For the five weeks prior to that, it travelled with me around the outback, starting the journey to its new home from Gympie.

I had arranged to pick up the trophy from Deb and Ian Wagner on my way through to Bundaberg. Once I had the trophy, I set out for a week's stay in Bundy before setting off for an outback adventure with my friends, Pete and Linden, and my co-pilot, Penny.





Trophy

Come And Get It

After a week in Bundy, we set out for a series of one and two nights stopovers on our way to Darwin. The first stop was Longreach where we spent our time visiting the Qantas museum and the Stockman's Hall of Fame. Penny left us at Longreach to fulfil work commitments in Victoria while Pete, Linden, the Trophy and I set off for Mt Isa. Along the way we stopped at Cloncurry for a rest stop and re-fuelling. After two nights in Mt Isa, our next destination was Tennant Creek for a night before heading north to Katherine for another two nights.

Our track out of Katherine took us out over the Gorge and into the southern part of Kakadu National Park before overflying Cooida and tracking for Jabiru and Darwin.

After a week in Darwin we set out for Kununurra in WA. Again we spent two days looking around the local area, including a boat ride down the Ord River from Lake Argyle. From Kununurra we set out for Alice Springs with overnight stops at Katherine and Tennant creek. Arriving at Bond Springs just north of Alice, we were met by Ken Watts who organised fuel and transport into Alice Springs for us.

When we were ready to leave Alice and Ken again helped us with transport and told us the best scenic route to our next destination Curtin Springs to the west of Ayres Rock.

During our stay at Curtin Springs we did an early morning trip around Ayres Rock and the Olgas and stopped off at Ayres rock airport to refuel. We were granted an hour's window in which we could re-fuel without having to pay a landing fee. From Curtin Springs, we headed south to Cadney Station for a night, then on into the Flinders Ranges and Rawnsley Park for another two nights.

From Rawnsley Park we tracked to Broken Hill where we refuelled and had an early lunch before heading for Mildura for the night. Our last night out was to be spent at a B&B in Milawa just down the road from Brown Brothers Winery.

Departing Milawa we tracked south of Benalla and south over Eildon Weir. Once over the weir we tracked south to the Yarra Valley. Once in the Yarra Valley, we tracked east into the Latrobe Valley and home.

The total flying time for this trip was 71 hours, and we travelled a total of 5830nm. The Come and Get it Trophy now waits for its new master. 🍷

LSAs versus Zeros

AT PEARL HARBOUR

By Norm Sanders

*This must be one of the biggest
“What the...?” moments in aviation history*

There you are, flying along in your LSA with your son on a beautiful Sunday morning. A bunch of puffy white tradewind CUs dot the clear blue sky. The sea is turquoise and the beach is as white as snow. Suddenly, 150 Mitsubishi Zeros streak by, armed to the teeth and intent on wiping out the entire U.S. Pacific fleet at Pearl Harbour.



>>Cornelia Fort

It happened to Roy Vitousek and his son 70 years ago. They had rented an Aeronca 65TC for a sightseeing trip from the Gambo Flying Service at John Rodgers Airport near Pearl Harbour. (The 65TC was the predecessor of the extremely popular post-war Aeronca 7AC.)

The Vitouseks were cruising back from the island of Molokai to Oahu when the Zeros flashed by. Vitousek was stunned at first but he quickly gathered his wits and fell in behind the Japanese planes. He was safe, at least for the moment. However, even at full throttle on the Continental 65 hp engine, the Aeronca's top speed of 80 knots was much too slow to keep up and they were soon hit by machine gun fire from the Nakajima "Kate" torpedo bombers following the fighters. Fortunately for the Vitouseks, the bomber crews had bigger prey on their minds and quickly lost interest in the little orange Aeronca. The plane was damaged, but Vitousek made a successful landing.

Some J-3 Cubs were also in the air, along with an Interstate Cadet. They were the only American planes aloft over Hawaii when the Japanese attacked. Robert Tyce, owner of the K-T Flying Service at John Rodgers Airport, was instructing in one Cub and landed successfully. His reprieve was short-lived. A Zero killed him while he ran to the hangar. Tyce was the first civilian casualty of the war in Hawaii. The student made it to safety.





The instructor in the Cadet was 22-year-old Cornelia Fort, who survived to become a pioneer woman ferry pilot. Here is how she experienced the attack as printed in the "Home Companion" July, 1943:

"At dawn that morning, I drove from Waikiki to the John Rodgers Civilian airport right next to Pearl Harbour, where I was a civilian pilot instructor. Shortly after 6.30am, I began landing and take-off practice with my regular student.

Coming in just before the last landing, I looked casually around and saw a military plane coming directly toward me. I jerked the controls away from my student and jammed the throttle wide open to pull above the oncoming plane. He passed so close under us that our celluloid windows rattled violently and I looked down to see what kind of plane it was.

The painted red balls on the tops of the wings shone brightly in the sun. I looked again with complete and utter disbelief. Honolulu was familiar with the emblem of the Rising Sun on passenger ships but not on airplanes.

I looked quickly at Pearl Harbour and my spine tingled when I saw billowing black smoke. Still, I thought hollowly, it might be some kind of coincidence or manoeuvres, it might be, it must be. For surely, dear God...

Then I looked way up and saw the formations of silver bombers riding in.

Something detached itself from an airplane and came glistening down.

My eyes followed it down, down and even with knowledge pounding in my mind, my

heart turned convulsively when the bomb exploded in the middle of the harbour. I knew the air was not the place for my little baby airplane and I set about landing as quickly as ever I could. A few seconds later a shadow passed over me and simultaneously bullets spattered all around me.

Suddenly that little wedge of sky above Hickam Field and Pearl Harbour was the busiest, fullest piece of sky I ever saw. We counted anxiously as our little civilian planes came flying home to roost. Two never came back. They were washed ashore weeks later on the windward side of the island, bullet-riddled. Not a pretty way for the brave little yellow Cubs and their pilots to go down to death."

Cornelia Fort blamed herself for the death of her friend, Robert Tyce, who was gunned down by the Zero which was strafing her aircraft. It was a disastrous day all around, and her student never even paid her for the instruction!

All civilian flights were immediately grounded in Hawaii. Cornelia Fort returned to the mainland in early 1942. She made a short movie promoting War Bonds which was so successful that she was soon doing speaking engagements. Later in 1942, she became the second woman to be accepted into the Women's Auxiliary Ferrying Squadron, later renamed Women Air Force Service Pilots. (WASP). WASPs eventually ferried all types of military planes, including B-29 bombers.

Tragically, this remarkable pioneer woman

aviator's career soon came to an end. Cornelia Fort was stationed at the 6th Ferrying Group base at Long Beach, California. She took off in a Vultee BT 13 on March 21, 1943 on a flight to Love Field at Dallas, Texas. Near Merkel, Texas, another BT 13 being ferried by a male pilot hit her wing. She died in the crash at the age of 24, the first woman pilot killed on active duty in WWII.

She survived being strafed by Zeros at Pearl Harbour only to end up in a dusty field in Texas. An airfield was named after Cornelia Fort in her hometown of Nashville, Tennessee and she remains an inspiration to female pilots everywhere.

Aeronca 65 TCs also served in WWII, becoming Army L-3 liaison planes. After the war they morphed into Aeronca 7AC's and grew heavier and heavier as Champions, and Citabrias. Today's aerobatic Decathalons are direct descendants, but definitely no longer LSAs.

The John Rodgers Airport that was home to the J-3 Cubs, Aeroncas and Interstate Cadets is now Honolulu International, one of the busiest airports in the US and a designated alternate landing site for the NASA Space Shuttle.

The actual aircraft Roy Vitousek flew has been restored and occupies a place of honor at the Pacific Aviation Museum at Pearl Harbour.

The P-40s got all the attention, but the first American planes involved in World War Two combat were really LSAs. 🇺🇸



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TECH TALK

RA-Aus Technical Manager, Steve Bell



More Maintenance Training

If you are a member of a local Recreational Flying Club and you want me to conduct maintenance training in your area, ask the secretary of your club to contact me so I can schedule a weekend training session in your area. Because of time constraints, I only do four or five sessions a year. I have training sessions for owner/builders, L1 (Pilots), and L2s, so I am sure to have something which will interest you.

NATFLY

Don't forget to make arrangements to come to NATFLY this year, particularly those of you who either own a 95.10 aircraft or if you are interested in these fabulous little aircraft.

If you are considering bringing a 95.10 aircraft to NATFLY, please contact me so I can make arrangements for the one day seminar I have planned specially for you.

More Great News

If you are the proud owner of a Skyfox CA 21, CA22, CA25, or CA25N and have been concerned about where to get parts and maintenance, finally we have a supplier of all Skyfox parts, (including the approved propeller). If you own a Skyfox, contact Rob at Coastal Aviation Mudjimba QLD, see his website <http://www.coastalaviation.com.au>. Phone 07 5448 8991. Coastal aviation has a manufacturing approval for all Skyfox parts, so they are your first port of call. This will probably be the shortest article I have ever written, but I want to finish on a positive note.

Remember, regardless of how proficient you are at flying; a poorly maintained aircraft will test those skills and may let you down.

Happy Flying and Fixing and I hope to see as many of you possible at NATFLY.

Find me and say hello. Think about attending as many of the programmed sessions as you can, and bring along your questions, your sense of adventure and, above all else, your sense of humour. 🛩️



Preparations have been made for basic L2 maintenance training at Temora, NSW (the week before NATFLY), thanks to the great efforts of Carol Richards

Great News

The course will run from Sunday, April 1 to Wednesday, April 4. Enrolments are now being taken. If you want to enrol (remember, there is a maximum of 12 places), contact me by e-mail giving your details and a brief outline of your previous maintenance experience (not flying – but fixing aircraft) and the reasons you wish to complete the course (if you have already contacted me, please do so again and tell me you previously asked about the course).

This course is mainly hands-on and I have some very competent helpers. Unfortunately, the course isn't free, but we have estimated it will cost around \$100 per day (\$400 for the complete course).

This will cover all costs to RA-Aus, morning tea, lunch, afternoon tea, and a final BBQ. But not drinks. You will have to arrange for your own accommodation as well. There are some rooms available at the museum, but you will need to contact them at http://www.aviationmuseum.com.au/vistor_information/accommodation/temora/index.html.

If you successfully register, you will be sent instructions to tell you the schedule, and what you will need to bring. Please nominate as soon as possible so you have time to make your travel and accommodation arrangements. Remember the closer to NATFLY, the smaller the chance of getting accommodation. I look forward to seeing you there.



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Pilot talk

Jill Bailey

Assistant Operations Manager

Pilot Certificate and Pilot Licence. What is the difference?

There appears to be some confusion about what licence or certificate is held by pilots. Only a Government department can issue a licence, whether it is for cars, boats or guns. CASA is responsible for issuing Pilot Licences and these cover several categories, including Private Pilot Licence for recreation, Commercial Pilot Licence for commercial purposes and Airline Transport Pilot Licence for the mass transport of the fare paying public.

As an authorised organisation, and not a Government department, RA-Aus cannot issue a licence, but instead administers and issues Pilot Certificates. You start with a Student Pilot Certificate and membership to RA-Aus. Work hard, practice, gain competence and confidence to achieve a Pilot Certificate. This Pilot Certificate can be for a three axis aircraft (Group A), a weight shift aircraft (Group B) or powered parachute (Group D). Your Pilot Certificate can also have endorsements added along the way like Passenger Carrying, Cross Country, Radio (which is a radio operator's endorsement, not a Radio Operator's Licence), Nose wheel, Tail wheel, or even 2 Stroke. All of this information is outlined in Section 2.07 of the bible (also known as the Operation Manual, remember?)

It's simple to keep your RA-Aus Pilot Certificate valid; you need to pay your membership to RA-Aus every year, ensure your aircraft is registered with RA-Aus every year, and every two years undertake a Biennial Flight Review with an appropriately qualified CFI or Senior Instructor. If you haven't completed your Human Factors requirement, you will need to attend a course or complete an exam.

Interestingly, if you hold more than one aircraft Group rating on your Pilot Certificate, you must complete a BFR in each group on a rotating basis. In other words, if you hold weight shift and three axis Pilot Certificate, you must undertake one BFR in weight shift and the next BFR in two year's time in a three axis aircraft.

Did I mention you can check out Section 2.07 of the Operations Manual for the requirements for maintenance of a Pilot Certificate?

During the BFR, you should also make sure you have all the appropriate endorsements on your Pilot Certificate. If not, ask your CFI to fill out the Endorsement recognition form and photocopy your logbook for proof. Sometimes endorsements get missed, sometimes they were never issued and sometimes human error misses the endorsement. Remember, the



office staff are not psychics and don't know what your logbook contains. So if you don't copy it and show them the proof, they can't process the paperwork.


If you have renewed your RA-Aus membership and received your renewed membership paperwork, but didn't receive your plastic Pilot Certificate, there will be a letter enclosed which tells you why. This is a new process Operations has put into place, because we found there were members renewing their membership but not maintaining a valid Pilot Certificate. Mostly, it is because you haven't completed a BFR, but it may also be because you haven't completed the Human Factors, or signed the Medical Declaration. You may think it is just officious office staff intent on making your life miserable, but the reason they have to

do this is because Operations has put a procedure in place for them to follow. The office staff can't tick a box or fill in missed paperwork for you, and they don't withhold your Pilot Certificate card to cause you trouble. They certainly don't want to be called and abused because of this. They are doing their job the way we ask them to.

If you haven't flown for over two years, you will need to pay your membership (if you haven't kept it current), and complete a BFR with a CFI of an approved Flight Training Facility. If it has been a while, the CFI may insist on some further training, but remember this is generally a decision of safety, not to try and "string you along" for more money. The CFI has a legal responsibility to you and to RA-Aus to ensure you are competent, aware of the latest rule changes, controlled airspace avoidance and radio procedures.

If you want to give something back to your organisation and have achieved the appropriate requirements of hours and competency (Section 2.08 of the Operations Manual bible), and more importantly, if you enjoy teaching and talking about flying, you may wish to add an Instructor rating to your Pilot Certificate. There are other levels to this Instructor rating, including a Senior Instructor rating and a Chief Flying Instructor approval. A Chief

Flying Instructor is a Senior Instructor with certain qualifications which means they have been given approval by Operations to run a Flight Training Facility. All the details are in Sections 2.09 and 2.10 of the Operations Manual. A Pilot Examiner is approved by Operations and ratified by the RA-Aus Board. He or she can issue Instructor ratings and issue and renew CFI approvals. These Pilot Examiners usually have many years and hours instructing and their approval is covered in Section 2.11 of the Operations Manual.

I hope this has clarified the Pilot Licence versus Pilot Certificate confusion, and answered some of your questions. Remember, the Operations Manual is our bible and where you will usually find the answers about RA-Aus Pilot Certificates. 

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'The answer is blowin' in the wind' Dylan 1962



The wind was gently swooshing from the East as the small group trudged up the slope lugging their strange contraption with them.

For the past few days the wind had been gusting quite fiercely up the small Yorkshire valley making it impossible to conduct their experiment. But now all was in readiness.

Sir George Cayley wet his finger and held it aloft to test and confirm the wind direction and then gave the signal. With that the group of helpers pulled on the rope attached to the boat shaped contraption that had attached wings with curved upper surfaces and a movable tail with both vertical and horizontal surfaces. Seated in the glider grimly holding a tiller was the coachman of Sir George. As the glider gathered speed it became airborne before landing, rather heavily, 900feet away on the far side of the valley.

The year was 1853 and the first manned flight of a controllable heavier than air machine had just been recorded.

I found it quite thought provoking that the apocryphal tale of Sir George testing the wind direction by wetting his finger is reminiscent of what we sometimes do in this modern era.

Even before air was discovered by Empedocles in about 440 BC, man had been trying to interpret the wind.

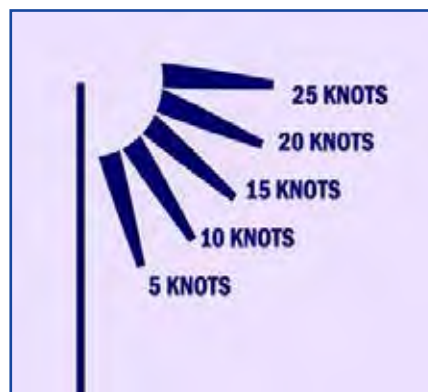
These days we recreational pilots confirm the wind direction, and speed, by interpreting the behaviour of the wind sock, but do we really know what it is indicating?

My research on wind sock indications has, unfortunately, revealed conflicting results.

The US FAA Advisory Circular on the subject gives the dimensions of a wind sock and goes on to state that it should indicate the w/v at 3 knots and be fully erect at 15kts.

The Australian CAAP, 92A-1(0) gives similar dimensions but squibs out on how to interpret the wind socks. (I can only assume that CASA is covering its nether region by not offering an interpretation of the wind sock behaviour.)

Many years ago an Aviation Safety Digest contained a diagram of a wind sock with the various wind strengths shown. Fortunately, I copied this down for future use in my instructor courses and reproduce it here for readers. You will note that it is vastly different to and conflicting with the US standard of being fully erect at 15 knots.



There is more to the wind sock than just the speed. As we know, wind velocity is a term meaning both the speed and the direction of the wind. Wind socks are thus designed to swivel so that the small end points in the direction that the wind is flowing, or, to be more correct, as far as we are concerned, the large end points to where the wind is coming from. Do you know that some pilots have difficulty in deciding which way the wind is blowing? As flight instructors we have to help these pilots develop a strategy to overcome their problem. For example, we may instruct them to always 'land up the small end of the wind sock'. There are, of course, other strategies that


the thinking flight instructor may choose to use.

In practise, we learn to interpret the wind sock very early in our training. As we are walking to the aircraft we look at the wind sock and think about which runway will be most appropriate. We think about how strong the wind is and if it is crosswind to the runway, is it within the crosswind limitation of the aircraft (and the competence of the pilot). We can think about the gust factor which makes the end of the wind sock flick left and right and up and down.

Sometimes, where there are multiple wind socks, they all point in different directions. This is usually due to local effects such as the position of adjacent buildings or tree lines. Theoretically, in these cases, we should use the primary wind sock which is always, or should be, made of white coloured material. Local pilots will develop an understanding of why their wind socks point in different directions, so it is a good idea if you are not familiar with the airfield, to check with these locals.

Another anomaly is when the wind sock is swinging wildly around and not settling down in one direction. Often this is caused by what we call 'thermalling'. This effect is when the heat of the day causes very local wind effects and updrafts on the wind sock.

Observers should also be aware of non-standard wind socks that may use material giving a vastly different result. This result could also be different if the wind sock is wet or damp from rain.

Finally. Do try to overfly the airfield and assess the wind sock for yourself. Just because another pilot has chosen to land on a particular runway does not mean that it will be the most appropriate runway for your level of experience. 

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



What Our Scho

By John & Linda Walmsley

Year 11&12 students from Faith Lutheran College, (Plainlands, Qld) enjoyed the day at Coominya Flight Training.

These students are studying "The Physics of Flight for Science". Coominya Flight Training gives them an opportunity to consolidate their theory work with real flying.

Who knows which one of these students could end up in the flying industry, flying for Qantas or the RAAF because of having this excursion? '

**For more information
Coominya Flight Training
07 5426 4614 or 0413 452 547.**



Coominya Flight Training



>> Enjoying the day were Science teacher, Nicola O'Mullane, and students Ethan, Brayden, Jayden, Daniel, Mikaylah, Jazmyne, Maddii, Ebonee, Danielle, Jordan, and Chief Flying Instructor, John Walmsley.

ools are Up To

Student pilots attracted to try their hands at committing aviation

Central West Flying School



>>Dylan Lilley and Gerad Dwyer

Creating the future of our Sport

By Chris Stott

The great part about flying in the recreational aviation category is the diversity of the student pilots attracted to try their hands at committing aviation.

Most Flight Training Facilities report having students from their early teens through until very late in life - attracted in part by the relatively low cost of training (compared to General Aviation) and the unimposing appearance of the aircraft themselves.

Our school, Central West Flying, has this experience. After just two years of operation, we have started or completed 103 students, with the two youngest being 14 and oldest being 68.

One, Dylan Lilley of Capertee, NSW, recently earned his Pilot Certificate, shortly after his 15th birthday. The other, Gerad Dwyer, of Oberon, NSW, is only weeks away from achieving his.

It is real pleasure to see these young men performing so well. They are both diligent and committed to the work required to be become a pilot, both the book work and the work in the cockpit. As a result, both perform above average in the way they handle the aircraft that belies their years.

They will very likely go on with their training in aviation beyond the Recreational segment. Indeed Dylan's dad is a commercial pilot, so Dylan is keen to go down that path.

One thing for sure is that the foundation of skills they have learned in these Light Sport Aviation flying machines will put them in good stead as they go into 'heavier' categories.

Our school, along with several others around the country, periodically offers a scholarship to allow someone to get a start in aviation without the cost burden of self-funded training. Here at Central West Flying we recently graduated a 17 year old, John Downey, of Rockley, NSW, who won our last scholarship. John intends to apply for entry to the RAAF now he has completed his HSC.

Everyone with an interest in promoting aviation can encourage young people, just by telling them about the relatively affordable training that recreational flying allows. Many people tell us they are surprised by the low cost of attaining a Pilot Certificate compared to their perception.

For more information
Central West Flying School, Bathurst, NSW
www.centralwestflying.com
02-63373945



In 2010, the Fraser Coast Regional Council announced it would introduce landing fees for all aircraft at both Maryborough and Hervey Bay airports.

Recreational and commercial groups within aviation, came together to create the Fraser Coast Aviation Group, a united voice, representing aviation in the region. Its role has been to act as an advisory group to the Council on all matters regarding aviation.

Positive outcomes have been achieved through consultation and discussion. These include the abolition of landing fees for private aircraft of less than 2,000kg, promotion of aviation tourism to the Fraser Coast airports and support for development of aviation related industry at both airports. To this end, and in support of aviation tourism, Maryborough Aero Club will host "Wings, Warbirds and Wheels" over the weekend of 12-13 May.

The weekend will feature Warbirds, vintage, and modern aircraft both large and small, vintage cars, motorbikes, stationary engines, aero engines, trade stands, model aircraft and the Qld Air Museum from Caloundra will have their Sea Vixen display.

There will be plenty of entertainment for the kids and prizes will be awarded for various categories of best aircraft, longest distance flown to attend, and any other good reason.

Food and drinks will be available all weekend. On Saturday night there will be a spit-roast dinner with live entertainment (bookings essential).

Underwing camping or motels are available if coming for both days and there will be no landing fees for participating aircraft - even big ones.

Last years event brought an estimated 5000 people through the gates, approx 90 fly-in aircraft and raised \$6000 for our sponsored charities, The Royal Flying Doctor Service and Angel Flight. This year is promising to be even bigger. For contact details visit www.maryboroughaeroclub.com.

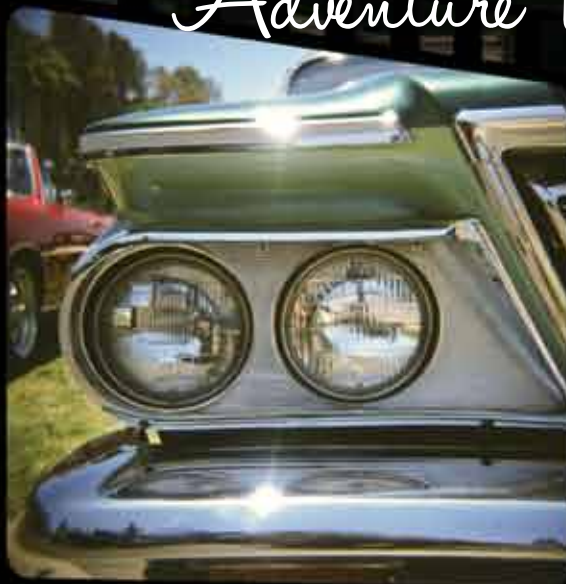
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By Karin Leask
Maryborough Aero Club

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I have definitely been born to fly

by Jarmon Blow

My name is Jarmon Blow and I live in Bendigo, Victoria. I started flying in 2008 in a Tecnam P92 Super Echo when I was 14 years old. I am now 17 and just 26 hours off being able to start my instructor rating - the hours I need to reach the minimum 75 hours in command. I will need to be 18 before I am issued a Junior Instructor's rating.

Usually a student pilot can gain their RA-Aus pilot certificate (restricted) in a year, but I had to wait a year just to go solo. And though it seems like the time has flown, at the time of my training it felt like forever. I was limiting myself to half hour flights each month and, on occasions, an hourly flight. I ended up going solo on my 15th birthday and loved every moment of it. Still at 15, I gained my Pilot Certificate and a passenger endorsement soon followed. I took a few passengers on flights and gained hours.

It was then time for the navigation exercises. I really enjoyed the cross countries and the whole flight training process. Since getting the cross country endorsement, I have done a done a few flights, including trips to Yarrowonga and Shepparton and a heap of other places, with

still many more to go. A person very important to me lives in Shepparton. I would never have even got to the Pilot Certificate in the time I did after I turned 15, nor would I have got my passenger and cross country endorsements without my Great Pop Allan who has just turned 90. I have taken Pop on a couple of flights now, but I could never say thank you enough or repay him what he has given me.

I have definitely been born to fly. When I was five or six years old, I used to try and invent things. Sure enough, those inventions were always ways to fly. I laugh now about getting broom handles and putting hessian recycling bags around them and running up and down flapping my arms trying to get lift. Of course it did not work and I was very disappointed. I got to Grade four and had demonstrated my interest in flying by going on a couple of helicopter joy flights.

So my parents organised a joy flight for my birthday with a pilot from the Bendigo Flying Club who I now know well. I also know the aircraft I flew that day was the BFC Piper Archer II. That's where it all started.

In grade six, I also met a great person with whom I was very lucky to go on a flight to

Corryong.

On the way back to Bendigo, we landed at Wangaratta and I saw the aircraft I have my eyes on to fly, the Air Ambulance Victoria Super King Air B200.

I have been a member at the Bendigo Flying Club since 2008 and have met a lot of people and seen a lot of changes around the club. One I would like to mention is a school program, which I believe a few schools may be looking at, or in the process of developing. I was very keen on flight simulators which I have flown nearly every day since I was young and spoke very highly about to the club.

The BFC has now set up a flight simulator for students or even fully qualified pilots to have a go at and test their skills. I think schools should get a good program running similar to what BFC is offering, so students wanting to become pilots get more pathways. I know I have become more focused at my schooling, especially mathematics because I know where I want to go, so I will do whatever it takes to get there. Maths is now a favourite subject.

I also would like to just say thank you to the Bendigo Flying Club. It's members and instructors have been extremely helpful and generous.

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PILOT NOTES

Evektor SportStar Plus

Engine: Rotax 912 1300 hrs ttis.

While the aircraft was on final approach smoke was observed entering the cabin from around the instrument panel. The pilot turned all switches off and made an uneventful landing. The oil pressure sender unit on the engine had failed and allowed a quantity of oil to flow onto the exhaust shroud thus producing the smoke.

Sapphire LSA

Conditions: Light wind and turbulence.

Airframe: 43 hrs ttis.

While cruising at 6500' the pilot felt a sharp kick through the joystick that was almost severe enough to remove the control from his hand.

The aircraft lurched momentarily and then settled down to normal flight and a landing was subsequently completed without incident. Inspection on the ground revealed that a large section of fabric had been torn off the elevator and further examination showed that the remaining fabric could easily be removed due to a weak glue bond between the fabric and elevator structure.

Jabiru J230D

Conditions: Light winds and turbulence

Pilot experience: 84 hrs, 10 on type.

As the pilot applied power for take off the aircraft advanced but gradually veered to the left. It struck a parked aircraft before impacting an earth bank and coming to rest inverted.

The pilot shut all switches off and exited the aircraft uninjured.

The aircraft sustained significant damage including damage to the left wing leading edge, failed left wing strut, broken propeller and engine cowl damage plus fractures in the fuselage and undercarriage.

Lightwing LW1

Pilot experience: 100 hrs, 52 on type.

Realising that his approach to land was too steep and too slow, the pilot applied full power as he rounded out, but was unable to prevent the aircraft landing heavily. The pilot was not injured but the aircraft sustained damage to its propeller, undercarriage and a wing strut.

Jabiru SP 470

Airframe: 416 hrs ttis.

After a normal landing the nose wheel partially collapsed. The propeller did not contact the ground so the pilot turned off the engine and taxied off the strip, intending to give another aircraft room to depart. The nose wheel sunk into deep mud and the stationary propeller dug into the ground and sustained damage to the tip of one blade.

Investigation revealed that the welded bracket attaching the neoprene suspension to the gear leg had failed.

Lightwing GR 912

Airframe: 1520 hrs ttis.

A student was slow in responding to a simulated engine failure after take off so the instructor lowered the nose and applied power.

The aircraft touched down in a three point attitude at a moderate rate of descent and the RH side axle failed.

The aircraft pitched onto its nose and left wingtip. The LH side leg collapse and the aircraft came to rest at 90° to the runway with substantial damage to the airframe.

The student suffered scratches and grazing.



Kitfox 5

Airframe: 466 hrs ttis.

The aircraft's undercarriage struts had just been inspected for cracks in accordance with an airworthiness notice and had also been fitted with new bungee cords. The aircraft was then flown, with the pilot commenting on how stiff the landing gear felt with the new bungees. On the third landing the undercarriage collapsed, destroying the propeller and causing further damage to the undercarriage frame.

On inspection a previously unnoticed crack, possibly masked by paint, was found in the RH undercarriage structure at a weld.

Zlin Savage Cub

Conditions: Moderate gusty winds and turbulence. Pilot experience: 9500 hrs, 125 on type.

The aircraft ground looped on landing in the gusty wind conditions. One wheel dug into the hot melting bitumen surface of the runway and the right wing struck the ground. The pilot was not injured but the aircraft sustained damage to the right wingtip, outboard section of the aileron and a bend in the rear spar.

DEFECTS

Foxbat A22LS

Engine: Rotax 912 ULS, 180 hrs ttis.

As the aircraft was being taxied prior to take off the cylinder head temperature was observed to be high and climbing. The engine was shut down and inspected where it was discovered that the coolant hose from the radiator to the engine had become disconnected.

Jabiru J170D

Engine: 25 hrs ttis.

During a 25 hr service wear was discovered in the exhaust system where the exhaust pipe enters the muffler. This allowed exhaust gases to be directed onto and oil hose, the engine mount and an intake hose. 🔧



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Book review

TAKEOFFS & LANDINGS

by Leighton Collins



Book review by Juris Greste

While in holiday mode, we pick up a book from time to time. Some of us might even reach for one about flying. Years ago, a more experienced flying friend gave me a volume called *Takeoffs and Landings*. I had not opened it for some time because I considered myself a little past those fundamentals and was aspiring to something more challenging. However, once I started flicking the pages, I discovered a few paragraphs I felt were worth a special note and to be shared.

A good deal of my flying recently has been in the training area or doing circuits. After my reading, I realised I might well continue this simple ritual to the advantage of everyone. Why? According to the text, most reportable accidents and incidents take place within the circuit area and while taking off or landing. It is the most demanding phase of our flying. While many get into strife during cross country flying, these difficulties generally reflect errors of judgement and planning and not a lack of basic flying skill. Thus reassured and alerted, I might as well continue perfecting my circuit technique and takeoff and landing consistency.

In flying circles, there is often a background conversation about 'elevator versus throttle'. That the elevator controls altitude and the throttle controls airspeed is a potentially dangerous concept, according to the author – "because it can cause pilots to pull back on the stick to go up, or, after an engine failure, to stay up." And "those who, ground-

shy, instinctively pull the stick back to gain or maintain altitude, [usually] go down." (p8)

According to the author, a healthier mindset is to think of the stick as controlling both altitude AND airspeed. He continues: "This is true for the simple reason that there is no such thing as a single-engine airplane."

Every airplane has a second or additional engine: gravity. Along with its attitude and all-important angle-of-attack control functions, the stick is also the "throttle" for this additional engine." An interesting way of thinking.

Here are a few more

"I think in our visual approaches, after we get to know our airplanes, we subconsciously compare and correct during each approach in an effort to make that approach along the flight path which our memory tells us is the correct one. And we even learn to make the needed angular allowances in projected flight-path steepness to compensate for varying wind conditions." But the only way to achieve that subconscious correction and adjustment is to practice and perfect these manoeuvres. A sound case for not shying away from circuit flying.

"The airplane, a tricycle, comes in low and fast, completes it round-out only a few metres above the runway, and the pilot cuts the power and simply holds the airplane in a level attitude from there on, waiting for it to settle onto the runway, nosewheel and mains simultaneously. This type of level-off touchdown is not only economical of work but also of skill. [my emphasis] While it is possible to get many soft touch-downs in this manner, it

is possible to get hard landings from levelling off too high and dropping too hard."

This had been a tendency of my own. In this context, I recall two comments of my instructor Bill.


1. "An aircraft is designed to be landed on only the main wheels. The other (tail or nose) is there to help you steer it, as well as stop the prop from hitting the ground (in a nose wheeler)."

2. "If you're not careful, you will break the nose wheel off" (especially as its a grass strip).

That did it for me. For an uncomfortable moment I visualised a collapsed front wheel, a mangled prop, a spinner ploughing the ground and all the other possible dire consequences, not least of all, a lot of dollar signs flying around like sparks.

We don't all take in and assimilate information the same way. The two above statements about a landing attitude have engraved in my mind the image of keeping the nose up as long as possible after making main wheel contact with the runway (and then letting the nose wheel touch gently).

After 30 years in adult education, my own flying learning once again demonstrates the value of saying the one thing in a number of different ways because each of us takes in and retains information differently.

In the end, flying skills cannot be acquired by bookwork alone. However, it is a very efficient way of tapping into thousands of flying hours of knowledge and experience. Let's not be shy of the extra few circuits to keep those critical skills sharp. 

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Sporty's E6B app makes quick work of navigation, weight and balance, or fuel problems, and is a favourite of student pilots. It also includes a number of features useful for experienced pilots, like Top of Descent, Specific Range and Planned Mach number.

The timer can be set to count up down, so is perfect for timing approaches, holds or switching fuel tanks. There is also a clock function which shows home, local and Zulu time.

Sporty's E6B is a universal app and runs on all versions of iPhone, iPod Touch, iPad & iPad 2, and is also available in an Android version.

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>> The CX4 - one of the most exciting designs on the market

By Arthur Marcel



>> A proud Kevin Osborne

Kevin Osborne retired in 2006 from his profession as an electrical technician specialising in industrial controls.

Kevin Osborne retired in 2006 from his profession as an electrical technician specialising in industrial controls. Kevin lives in sunny Brisbane after emigrating from Ireland in 1985. Although he has only recently joined the Brisbane Valley Sport Aviation Club, Kevin has been into aviation for a long time.

He actually started building his first aircraft, a VW powered Corby Starlet, from plans, in 1987. This project took him ten years and the aircraft was first flown by Barry Hempel out of Archerfield in June 1997.

Kevin owned and flew this sporty little taildragger to places such as Narromine, Gladstone, Old Station, Bundaberg and most airfields in the South east Queensland area, before finally selling it in 2006. Kevin then got the boating urge and built a 16ft Hartley cabin cruiser. As a Hartley man myself, I can confirm that Kevin did a truly magnificent job on this boat. I have never seen such a well finished Hartley.

However, by 2008, Kevin had lived through the boating stage in his life and returned to his main passion, con-

structing and flying aeroplanes. This time he chose to build a Thatcher CX4, one of the most exciting single seat designs to hit the market in recent years. Kevin chose the CX4 because it has a similar configuration to the Corby but with longer dimensions, particular in regard to the yaw moment, which should make it a very controllable, stable aircraft, both on the ground and in flight. This plane is expected to cruise at over 100kts. It is powered by a 1915cc, 65hp VW motor, exactly the same type of motor Kevin had in his Starlet. The 1000 hours TBO engine is fully modified for aviation use with dual ignition (magneto and CDI), and sits in front of a 50 litre fuel tank which, at 15 litres per hour, should give the aircraft over two and a half hours endurance with normal reserves.

The motor will be driving a 56" x 42" Sweetapple propeller. Kevin chose Richard Sweetapple to make his propeller, not just because they are good friends, but because Richard's laminated mountain ash wooden propellers are aerodynamically efficient, lightweight, fatigue stress free and totally reliable.



>>Reminiscent of a WWII fighter, the CX4 is an extremely aesthetically pleasing aircraft

When I walked into Kevin's little workshop and first laid eyes on the CX4, I thought I was looking at some kind of scaled down World War Two fighter plane. It has those kinds of lines. It is one of the most aesthetically pleasing little aircraft I have ever seen and Kevin has done a meticulous job of putting it together. This plane has been built entirely from plans, but with the same care and precision as Kenny Edwards' Courier, an aircraft which featured in the magazine some time ago.

It is a first rate job, absolutely outstanding, and the most amazing thing is that Kevin has relatively few standing machine tools in his workshop; just a band saw, a cut off wheel and a vertical drill press. Everything other tool is hand held and operated.

Fitted inside the CX4's streamlined wheel fairings are toe operated hydraulic disc brakes. Both the main and tail undercarriage assemblies are impressively substantial without appearing out of proportion to the airframe.

The wings have full span ailerons and there are no flaps (the aircraft's stalling speed is expected to be just under 40kts). There are two separate luggage

lockers behind the pilot's seat, an upper one for smaller items and a very capacious lower one in which you could fit a complete camping set. Kevin has yet to do a full weight and balance on the plane, so he is not yet quite sure of how much weight he will be able to carry in these compartments.

The CX4 is stylishly finished in polished metal and canary yellow two pack aviation paint. In the next few weeks, Kevin will be taking his new bird out to Watts Bridge Memorial Airfield on the back of a friend's trailer.

Once there it will be hangared, fully assembled and weighed. Then Kevin's L2, Kevin Haase, will conduct a final inspection before flight testing begins.

Kevin chose Watts Bridge for safety reasons. It has a cross strip and there are plenty of nearby emergency landing areas. He has not yet decided to do the test flying himself, as he has been out of the cockpit for about four years and will need to get currency in another aircraft first. Whoever is at the controls that day, I hope to be at Watts to watch this splendid little aircraft take to the skies for the first time, and will be reporting those events in a follow up article.

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1886 AVID FLYER, 19-3304



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2280 EVANS VP-1A VOLKSPLANE.



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2500 AIRBORNE XTC-582 32-4626



2006 Microlight with Cruze Wing with only 90 hours TT and always hangared. Microair Radio and Lynx intercom, with 2 Lynx Headsets. 3

Icaro Helmets XL, L and S. 2 flying suits XL and L. GPS and Custom trailer. \$32,000.00 Ph Steve 0419 916 032.

2515 SONEX AEROVEE



80HP Taildragger, TT 80 Hours, Microair Radio, Grand Rapids EIS, Garmin 196 GPS, Cruise 100kts, Polished Metal. Currently VH registered. Will register RA-Aus for new owner if required. Email sonex386@gmail.com or Ph Shane 0412 537 730 \$50,000 .

2518 ZENITH ZODIAC 601 HDS 19-3651



(HDS = High speed wings) 105 hours, EA81 engine, 3 blade ground adjustable prop, wing lockers, 60 lt tank. This is a unique aircraft, it has Stick and Throttle BOTH sides. Flaperons & electric Trim. Easy to land & fly. Hangared at Bacchus Marsh Vic \$27,000. For info contact Adam 0417 589 154.

2521 SHARE IN DRIFTER OWNERSHIP



Third share in a Drifter at Cessnock airport. 582 blue head engine with less than 100 hours. This is a great opportunity for part ownership of a proven aircraft and economical flying. Third share is \$5,000. <http://tinyurl.com/driftershare> Contact Lindsay 0414 586 255 or Leighton 0407 564 174.

2567 JABIRU J160C



Factory built in 2007, total time flown 120 hours, fitted with standard instruments, permanently hangared, not used for training. Contact Paul. 0428 661 902. PRICE: \$62,000 including GST

2568 KR2 - FAST & FUN



Jabiru 2200 engine, 110 Hrs TT, Sweetapple Propeller, Galaxy Ballistic Chute, XCom 720 Radio with Intercom, 110lt Fuel Capacity, L2 maintained, Always hangared, 110Kt Cruise, 15lt/hr, \$28,000, 07 4095 3956, 0419 654 048, more at <http://athertonairport.com.au/atherton/forsale/kr2>

2580 TECNAM BRAVO LSA



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

2588 ROBERTSON STOL B1-RD

The ultimate STOL fun machine, this 95-10 built by Robertson Aircraft Corporation using standard aircraft components. Massive 162sqft wing gives stall speed of 15mph and cruise speed 38mph. Website www.ultralightnews.com/antulbg/b1rd_ultralight.htm. Original Cuyuna 30Hp plus spare Rotax 503. \$4,500ono. John 0427 757 922

2601 SONERAI II



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

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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. \$38,500 Ph 0419 375 291.

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.

2675 LSA LIGHTNING 24-7660



Avionics, Grand Rapids Sport EFIS inc Auto Pilot, Garmin SL40 comm, Garmin GTX327 Transponder, 1000Ii intercom, EIS 600J eng. Monitor, Kannad 406 ELT, ASI, Cabin heat, Custom upholstery, 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.

2750 JABIRU SP-6 19-3485



Reg'd to 27/6/12, TTIS A/F 449hrs, Engine 14.4hrs (new), 3300 (120hp) Hydraulic Lifter. Garmin 126/8 GPS, Icom A200 Radio/Intercom, ASI, ALT, RPM, EGT, Turn Co-ord, Oil Pressure & Light, VSI, CHT, Oil Temp, Volts, Elec Fuel Pump, Compass, Throttle Lock, Wheel pants to mains, Hyd Brakes, 80lt Tank, Cockpit cover, Build Books, Extras. VNE 132, Cruise 110-120Kts. Asking \$65,000. East Gippsland. Ph. Ray: 03 5155 5181 or 0411 956 734. rjwheels@gmail.com

2752 FOXBAT A22 24-4239



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

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



Lsa 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.

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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 rnothard@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

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 hangar Nill accident. Magnificent to fly 231 Hrs. \$75,000 Plus GST Ph. 0429 457 759

2776 SAVANNAH ROTAX 912



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

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.

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.

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, \$45,000 ono. Always in hangar. Ring 0415 530 939 or email: lgdiscala@bigpond.com

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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 \$55,000. 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 hangared, good condition, must sell. \$35,000 Ph 0428 682 120.

2800 SPORTSTAR SL



Immaculate low hour Sportstar SL, private use, 210 hours approx TTIS. Dynon D10A EFIS, Almost

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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

2806 KARAONE 10-3025



Reluctant sale due to ill health. Rotax 503 two stroke electric start. Icom radio. Hangared at

Narrogin WA. Good condition. \$15,000. For more information phone 08 9419 3408.

2811 TECNAM GOLF 24-7433



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

2813 JABIRU J160C 24-4478



TT 801 Built 05. Private use only, Garmin 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

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, Icom 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



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2821 FOR SALE



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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.

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 cowl 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. 0408 544 970 or john@wsoc.com.au

2828 SAVAGE CUB 2009

90 hrs. Rotax 912 100HP. Factory built-RAA reg. As new. Many factory extras. Transponder. Rear instruments. Runways optional. \$85,000 ono. 0418 681 898 or email: savagecub5@gmail.com for more information.

2829 AIRBORNE 912 TUNDRA

SST Wing. As new-20hrs TT. Radio, intercom, Helmets, Covers and BRS. \$60,000 or reasonable offer. email: 912tundra@gmail.com or 0418 681 898 for more information.

2831 PEGASUS TRIKE 32-3908

X1-Q is 2 Place microlight. Has 347 TT on Rotax 462 Engine and Airframe. Has had 2 owners and registered to May 2012. In very good condition and always hangared. Helmets, intercom and base covers with sale. Full history of maintenance. \$8,000 - Ben on 0417 262 330.

2832 SAVANNAH



Built 2006 with leading edge slats, Rotax 100hp, TT 180 hours always on 98 octane Mogas, 4 blade Brolga prop, Tundra tyres, long range tanks, trim and fly hands off and mushstall at 26 knots. Always hangared with fuel, oil, oil filter and air filter changed every 50 hours and well maintained by owner. Can rent hangar to suit near Brisbane also. \$50,000. Call: Al mobile 0427 330 020 or alshort01@hotmail.com

2833 JABIRU J170C



Factory Built 2007. LSA MTOW 600kg. Airframe Total Time 1306 Maintenance Release Expiry 08/06/12. 86 hours to run. Engine 273 TTIS since factory overhaul. Micro Air VHF & Transponder. Garmin 296 GPS, colour moving map. Exterior & Interior - 9.5 out of 10. Hangared always. \$63,000 incl GST. ONO. Contact Tony: 0412 474 016 or tonypete2@bigpond.com

2834 TRAILER



Large enclosed trailer, purposley build to suit CH 701, dimension 7.2 mtrs L x 2.45 W x 2.7 H, will fit most other aircraft, 2 axles, brakes done around 2,000 kms registered in S.A. Excellent for camping. \$5,500. Contact Jim: 0418 400 869

2835 FLY SYNTHESIS



Texan Top Class600. Manufactured December 2007, excellent condition, always hangared, TT 600 Hrs, 2000 TBO, Rotax 912ULS 100HP, cruise 110/115 knots, 100 litres fuel (2 x 50 litre wing tanks), L4 maintained, strengthened main undercarriage (heavy duty), ballistic parachute, wing & tail strobe plus nav light, blue tinted canopy, carby heat, cabin heating, electric trim on stick, 2 x noise cancelling headsets, cabin key lock, canopy cover, Garmin SL40 comm, Garmin GTX327 transponder, Trutrak ADI 3, Trio Avionics 2 Axis autopilot coupled to Garmin 695 GPS, toe brakes, new tyres, wheel fairings. \$123,500 Ph: 0400 888 362 2836 Avid Flyer, 19-3304

2836 RAMPHOS TRIDENT 32-7039

Weight Shift LSA (Amphibian) Exceptional performance: MTOW: 600 kg Max payload 338 kg VNe 67 Kts VSO 31 Kts. Digital instrumentation. Minor hull repairs completed. Wing HZ15S, ROTAX 582, Composite five blade propeller. Transport by trailer. Trailer NOT included in sale. Australian CoA issued 20.01.09. Details www.planesales.com.au

2837 BREEZY 19-906



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

2838 ZENITH ZODIAC 601XL

Quick build package half built, Jabiru 3300 firewall forward package, upholstery package plus many other options. Cost \$28,000 three years ago. For details of aircraft build to date visit my builders website. websites.expercrafter.com/craigbuz Located in Brisbane, Kangaroo Point. Offers over \$10,000. Call Craig: 0417 627 611.

2839 FOXBAT A22 L



Built 2005. 200hrs, Rotax 912 ULS. X Com radio, microair transponder, JPI FFM, Garmin 296 GPS. Excellent condition, always hangared. Complete set of canopy covers included. \$75,000. Ph Jeff: 0400 505 058.

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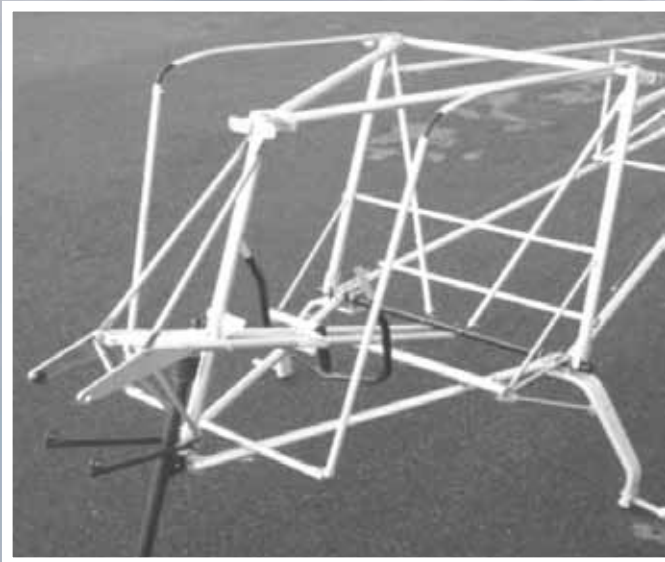
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In 2005, having flown trikes for a couple of years, I decided it was time to go back to three axis. It is not that trikes weren't fun; they were (and still are); but they were so limiting. I was getting bored with going everywhere at 55 kts. I wanted to do some serious travelling. I wanted a three axis aircraft with side by side seating and a good payload. I wanted a plane that would cruise at close to the magic 100 kts, and, if I was going to build it myself, I wanted one that was both easy and quick to construct. Most of all, I wanted an aircraft that would fit within my limited budget.

There were a lot of kits on the market (as indeed there are now) and I looked seriously at a number of them.

However, for me, the Skyranger was a standout. It ticked almost all the boxes. There were hundreds of them flying in Europe, many in flying schools, and they had won more design and performance awards than just about anything else flying. The design was not as fast as I would

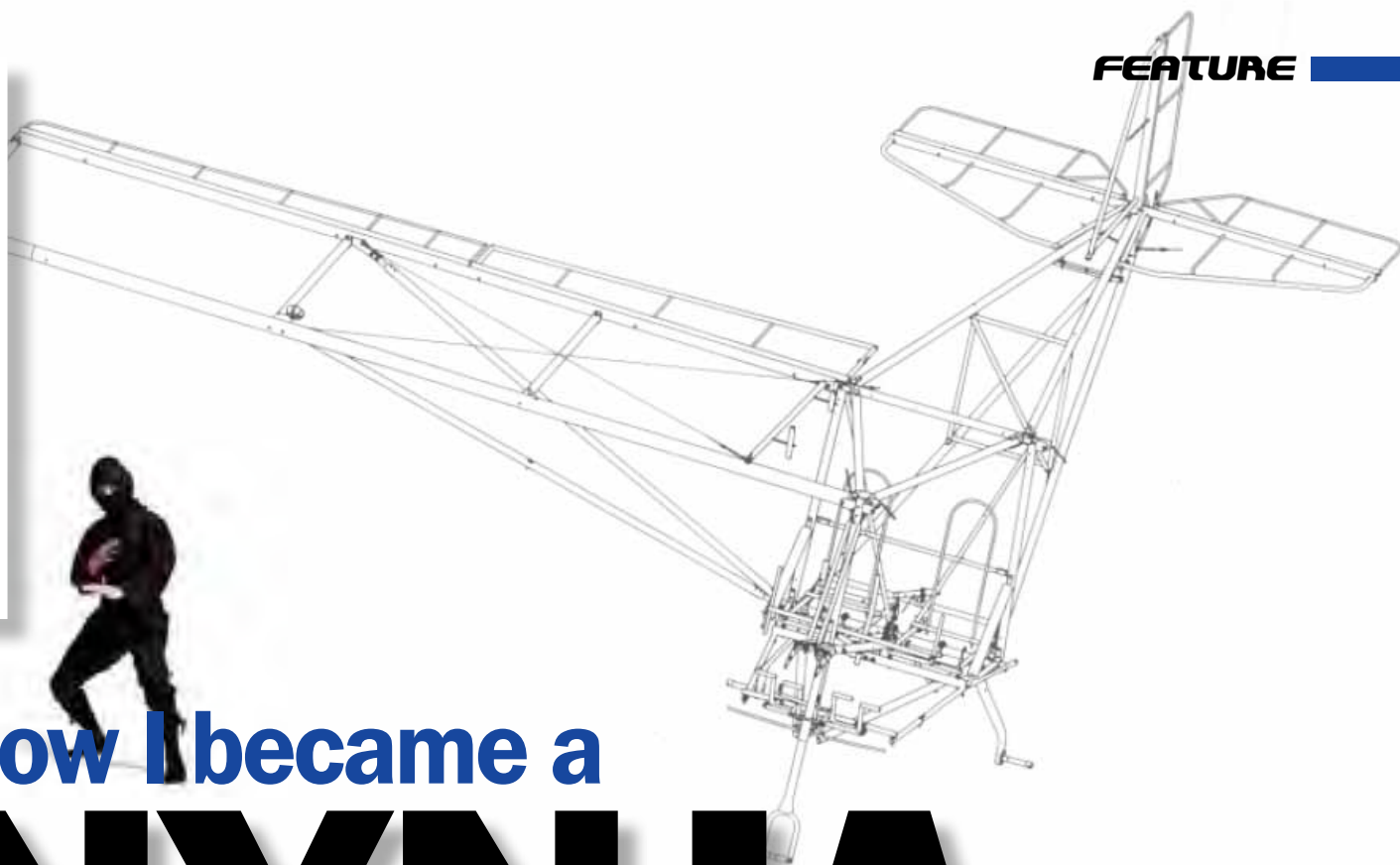
have liked, but Jean-Claude Smitka (the agent at the time) informed me that there was a new short wing model that had just been released, and also a new hi tech fabric had become available.

He thought that a 90-95 kt cruise was achievable. So I ordered a short wing Skyranger with X-Lam fabric (a design that later came to be called the Swift). The kit arrived towards the end of January 2006. Assembling the Skyranger was just so much fun, almost too soon, it was finished. I had decided that I wanted as few restrictions to my flying as was possible, so I fitted a mode C transponder.

The aircraft flew for the first time in May 2006, just 14 weeks after the kit had been delivered. So began a love affair that lasted five years, and, by the time I reluctantly sold my Skyranger in 2011, it had done nearly 500 hours and had flown in every Australian mainland state without ever having missed a beat.



*Greg Robertson
tells us how he became
a Nynja*



How I became a

NYNJA

by Greg Robertson

Late in 2009, the Skyranger agent at the time, Tony Holtham, called me to say that he was going to pursue other aviation interests and relinquish the agency. Was I interested in taking it on? Tony and I were friends, and I had helped him out with trade displays at various fly-ins. He knew how much I loved my Skyranger.

As a business opportunity, it was never going to be a pot of gold. I knew that at best I would make a small profit; at worst, break even. It seemed like a great excuse to head off to fly-ins and talk aeroplanes. I knew the product well, and, even if I never made any money, it would be a lot of fun. So I took it on. Best Off Aircraft Australia P/L was registered in February 2011 and the agency transferred.


The Nynja, the latest aircraft from Best Off France (manufacturers of the Skyranger), had been announced late in 2009. It offered some significant improvements on the Skyranger. Most noticeably, the fabric fuselage had been replaced with non-structural fibreglass panels. It was a smoother, sleeker aircraft with a genuine 100 kt cruise speed, but one that retained the beautiful flying characteristics of the Skyranger. It also retained the simple structure that had served the Skyranger so well. I had to have one. How could I sell them if I couldn't show a client what he or she gets for their money?

My new Nynja kit was delivered in early January 2011. I was not disappointed. Like the Skyranger, it is a quick build kit. It only took me 10 weeks, and the Nynja made its first public appearance at Natfly in

Temora that April. The Nynja had passed its final inspection and had flown off the 25 hours test flying. It lived up to expectations and continues to impress.

Over the past year, five new aircraft kits have been delivered to Australian customers; three Skyrangers and two Nynjas. My own Nynja and a Skyranger built by Chris Jeffs in Victoria are now flying, while three more are under construction. Mal McKenzie in Brisbane is building a Skyranger Swift, as is Mike Slade in Melbourne. Scott Hendry is well advanced with his Nynja project. All three should fly in 2012.

Depending on the type of motor (and whether it is new or pre-loved), a basic Skyranger can be built for as little as \$40,000. A Skyranger kit landed in Australia is about \$21,000, leaving \$19,000 for engine, prop, instruments, radio, etc. While a new Rotax 912 would certainly put the end price up, a Jabiru, Subaru, HKS, Rotax 582 or Aerovee would keep the costs close to that mark. It should be noted also that engine mounts for all these engines are available as a no-cost option. A fully optioned Nynja, while being a little dearer, can be built for half the price of factory-built aircraft of similar performance. The real beauty of the Skyranger and Nynja is that they do not require any special skills to build.

Around the world there are over 1300 Skyrangers and 50 Nynjas flying, many of them in flying schools throughout Europe, where they are especially popular. They are also the most popular ultralight in France and the UK.. 



First Flight of 2012

By Peter & Anne McLean

No matter what the year 2011 brought to each of the eleven participants in our first flight of the year, January 1, 2012, heralded a clean page on which to write the next year of our life.

To get off on a good footing in a New Year, we decided to fly to Albury, before the tower opened at 0900 hours, creating controlled airspace, which, at present, is a “no-no” for recreational aircraft.

Another incentive to fly to Albury was that members of Albury Aero Club had assured us we would be welcomed with an early morning coffee when we landed.

By 0630 hours, refuelling and preflights had been completed, and engines of four trikes fired into life. Peter and Anne, Ian and Elaine, David and Stan, Faye and Alan, all in XT-912 trikes, took off into smooth early morning air.



I can't think of a better way to start a new year"

Travelling as a loose group we trekked towards the north and east, enjoying the long early morning reflected shadows of the trees still standing in Lake Mulwala. Over the radio we heard Willem, in his XT-912, who was tracking up from Wangaratta, along with Shane and Paula in their Drifter, to join us. We met near Rutherglen, and the group continued the flight over the interwoven silver ribbons of the Murray River as it threaded its way between tree-lined banks, harvested crops and greener pasturelands. The water-filled billabongs and grassed-over contours of the ancient riverbeds were thrown into high relief by the low sunbeams, which all added to the picturesque flight. One by one we called inbound then landed on the broad black strip of bitumen. We taxied to the sealed area beside the Aero Club, and shut down, to be greeted by.... no-one! Nothing but an eerie silence.

Oh well, never mind. We took a group photo, climbed back into our various aircraft and spent the rest of our pre controlled airspace time fly-

ing over the Hume Weir, the full reservoir and back over the aerodrome, before heading west towards Hangar 19. Peter, David and Willie flew back in echelon formation the whole way, which was quite a feat for Willie, who has only a few hours of formation training. It was good, looking down on the calm waters of Lake Mulwala, to see such a tidy triangle of close shadows staying steadily "on station". Our other friends explored various landmarks along the way back to Yarrawonga to land.

The day was heating up as we sat around, drinking tea and coffee, and updating what we had all achieved since last New Year's Day. Overseas adventures, flying adventures in Australia, births, deaths and illnesses all crept into the conversation. I can't think of a better way to start a new year than to spend those first few hours flying and talking with friends. But now everyone has dispersed to have twelve months of 2012 to live life the best ways we can, until our next "First Flight of the New Year" on the first of January 2013. 

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The last word on landing

by Bill Dinsmore

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A lot of confusion still seems to exist about how people should land, so I decided to see if I could help.

I have survived over 19,000 landings in every type of aircraft from gliders, through ultralights, and general aviation types, to a Boeing Stearman and a Harvard warplane. I was a CFI for 12 years and taught full-time, taking four or five new pupils each Monday and generally sending most of them solo by the end of the fourth day. The very first thing to learn about landing is to be careful with the words and thoughts you

have about landing. Words create an image in your mind, and that image may be quite different to what you intend to convey.

Even the word 'landing' can be misleading, because it gives you an image of "putting it on the ground". And that is the last thing you want to do.

The second thing to learn is that everyone, every day, carries out the necessary actions to do perfect landings.

Let me illustrate by putting it into a different context.

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The last word on landing cont'd.

If you are in your car travelling at 80kms per hour and pointed at an angle to a long brick wall, could you turn your car so you were travelling close to the wall and parallel to it? Three questions for you-

1. Where would you look?
2. When would you start turning the steering wheel?
3. How quickly would you turn the steering wheel?

Apply your answers to the landing and you will see that the same sort of thinking applies.

What we do is come down on final and we start slowly and gently changing the path of the plane until it is flying along, close to the ground.

At the point we start to change the path of the plane, we should look at the last bit of the runway we can see ahead the other end of the runway, and we do not take our eyes off it until we come to a full stop.

Do not look down. If you believe you can tell how high you are by looking down, try looking at the brick wall to see how far away you are from it. You cannot judge your height off the ground any more than you can judge your distance from the brick wall if you focus on the wall.

We continue to fly the plane just off the ground as long as we can.

We continue to look at the other end of the runway and continue trying to keep the path of the plane just off the ground, so we are slowing down and losing lift. In order to keep the plane off the ground we have to increase lift by getting the nose up, so it is a continuous process of seeing the plane start to descend, then getting the nose up enough to stop the descent.

Sometimes pilots think that at this point they should not move the controls – "let it settle" – this is not true. Controls are meant to be

used and must be used as necessary until the plane actually stops on the ground. An Instructor told me when I was learning "you do not touch down until the stick is back in your guts."

I used to teach landings by saying during the third flight "let's have a bit of fun. We will not land, but we will do a beat-up – fly along just off the ground, its good fun." Then as the pupil was flying along the ground, I would say (yelling) "Get down close but keep it off the ground, keep it off the ground, keep it off the ground".

It is possible a pilot may not be aware of what he is actually doing. I was training a pilot in landing and he kept letting the plane touch the ground before it should, and bouncing. I kept saying "you must keep looking at the other end of the runway" and he kept saying he was. Then we had a flight which passed through a small rain shower in the circuit and he carried out a perfect landing. I was elated; I had finally got the message through. I complemented him and he explained that the rain had collected on the canopy so he could not look down.

Note that I have not given any heights or distances. We do not estimate heights or distances when driving or flying.

Another thing to be careful about are things that are "obvious".

This plane has a nose wheel and two mains, so it might be obvious you should land it on three wheels at the same time. Many years ago, CASA was so concerned about a spate of accidents with planes wiping off the front wheel, that they brought out a special edition of their Safety Magazine entitled 'wheelbarrows are designed for it.' Planes with nose wheels are landed the same as everything else, with the nose in the air.

If more information is required (or your Club would like a seminar) send an email to me at www.billdinsmore.com

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By Don Briggs



Getting airborne is our favourite caper



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

Now Australians, on the whole, are a funny mob of blighters. But the strangest of 'em all, are those bloody Ultralighters.

To get airborne in whatever seems to be their favourite caper. For whatever, please read dangerous. I know - I've read it in the paper.

They spend a lot of time wheeling up on high. But we know from the tabloids they'll surely crash and die. And journos' wouldn't lie in the cause of circulation. They're purists at heart, with truth an obligation.

Once in a long while a little plane goes crash. And on the paper's front page it gets a mighty splash.

And so our fears are raised about flying once again. And thousands give advice 'never get in a plane.'

A coupla' crashes in a year, plus maybe one fatality. Starts to make you wonder about the mob's mentality

If car crashes made the front page with accompanying sensation. Would exercise through walking increase across the nation?

Not bloody likely, I'd hazard to guess. And as for healthy running, even bloody less.

Car collides with car, a familiar rhyme. Or bike or truck or pole - happens all the time.

They don't rate a mention even on page twenty. Spouse' that's quite normal, when there's bingles a' plenty.

But aircraft hits terrain a front page disaster. Even if the injury is mended with a plaster.

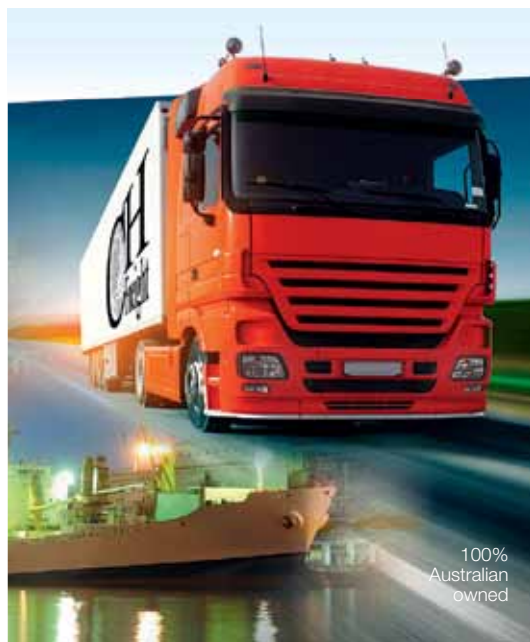
Motorbikes, a dill's conveyance, dangers outweighs the joys. But at least they're very good at turning petrol into noise.

Streaking through the sky is travelling with class. Unlike tearing down the road with an engine up your arse.

And should you have the bad luck to leave the bike and fly. Headfirst into a tree, that arse becomes a necktie.

So I'm staying with flying where the odds are on my side. And you can stick your bikes, I'll never take the ride.

And thus I will continue in this highly dangerous sport. And face even greater danger - on the way to the airport.



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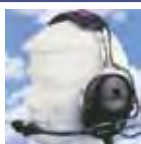
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