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

**WHAT IS RA-AUS**

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

**WHAT QUALIFICATIONS DO I NEED TO LEARN TO FLY?**

Flying a recreational aircraft is ordinarily not as complex or demanding as other aircraft. 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. 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



>> Cover image FK Le Mans



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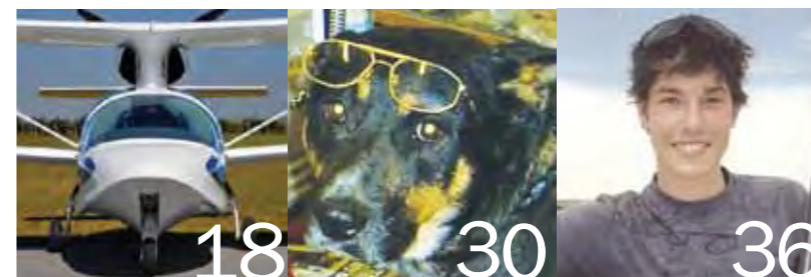
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**TERMS AND CONDITIONS**

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## President's Report

Steve Runciman



**I**t seems like only yesterday I took over as the President and here I am writing my second magazine article already. I have been in the job for six weeks and I am realising how busy it is going to be, however, it is all good and I continue to enjoy it.

The CEO and I attended the Safeskies conference October 25 - 27 in Canberra, which was well attended. There were many presentations given by various aviation experts from around the world. It was a very good opportunity for me to catch up with who's who in the aviation world and to introduce myself and present Recreational Aviation Australia to as many people as I could. It was amazing to see the looks on people's faces when I told them we had almost 11,000 members. I suspect when they asked the question they were expecting me to say something along the lines of 'we are already up to a thousand members'!

The highlight for me was the presentation given by the distinguished lecturer and Australian born NASA astronaut, Dr. Andrew (Andy) SW Thomas AO. After an already very successful career in aviation, Dr. Thomas was selected by NASA in March 1992 and began work in the Johnson Space Centre in August 1992. During his career so far with NASA, Dr. Thomas has completed four space flights, including a 130 day stint aboard the Russian Space Station, Mir in 1998. It stated in his biography that he has

logged over 177 days in space - most of us have a log book logging our hours flown. This Australian born astronaut has a book logging his days in space. To top it all off, his wife shares the same profession as him and she too has experienced the wonders of space flight. It was truly amazing and someone all Australia should be proud of. During his presentation, as well as being in awe of this man, I was sitting there wishing I had tried harder at school.

Note to self: stop dreaming, come back down to earth and get back to work.

By the time you read this, all candidates for the by-election for NSW/ACT and the Northern Territory will have submitted their paperwork. I am sure they have all thought long and hard about volunteering and considered a number of things, such as what they have to offer the board and the organisation or. And if they have the time to spare for the work involved. Their election statements and your voting paperwork will be in the January edition of the magazine. Please take this opportunity to have your say by casting your vote. Get to know them and have a chat to them if you are able. I very much look forward to welcoming the successful candidates to the team in the near future. The new members to the board have settled in extremely well and are already working hard on a number of various tasks.

Also, by the time you read this, RA-Aus will have completed its audit from CASA and we will

be waiting for the official report. Or we will already be working on the observations, both good and bad. We will, of course, let you know how it all goes. As I said previously, I welcome this audit and I look forward to assisting CASA and reading the final report.

The progress of our new website continues to be painfully slow, but rest assured we are working hard to resolve the problems and get this long overdue facility up and running. I would like to be able to say, you will have seen the website by the time you read this article, but I would not be so brave to commit myself to that.

The organisation for both NATFLY 2012 and NORRA-Aus 2012 is gathering pace. The committees we have for these events are made up of great, hardworking, passionate individuals who will ensure the success. I am sure you will hear much more in the coming months. I am very much looking forward to attending them both.

Whatever type of aircraft you fly, have fun and stay safe over the holidays.

You will, of course, see a January edition of Sport Pilot Magazine to make up for the one we missed earlier in the year.

Don't forget, the board members are here for you, so please get to know them.

I would like to finish by wishing you all, on behalf of the board and staff, a Merry Christmas and very prosperous New Year.

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# calendar of events

## King Island Race Season Finale fly-in Family day 2 Jan 2012

45 minutes flying from the Victorian and Tasmanian coasts. Feature races, entertainment for the kids. Great food, great fun. Email [info@kiracing.com.au](mailto:info@kiracing.com.au) or visit [www.kiracing.com.au](http://www.kiracing.com.au)

## Great Eastern Fly-in 6-9 Jan 2012

Evans Head Memorial Aerodrome and Surf. Air Display, Market, Great Eastern Summer, outdoor Film Night, camping, food and fun and more!  
Contact: Gai Taylor 0427 825 202.

**CANCELLED**

## Moot Yang Gunya Festival and Mundulla Show 3 March 2012

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 an entire day of show jumping, dressage and harness events. Vintage Machinery Display, Giant Pumpkin Competition, Yard Dog Competition, Ute Muster, Indoor and Outdoor Trade sites, Camel & Clydesdale/Heavy Horses on display. For more information [www.mundullashow.org.au](http://www.mundullashow.org.au)

## Tyabb Airshow 4 March 2012

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

## Clifton Fly-in 11 March 2012

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](mailto:trevorbange@bigpond.com)

## Megafauna Flyers Goolwa Trip 24 March - 1 April 2012

We will be 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 will arrive back at Yarrowonga 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@yarrowongaflytraining.com.au](mailto:yft@yarrowongaflytraining.com.au)

## Maryborough Aero Club WWW 2012 12-13 May 2012

In support of the RFDS and Angel Flight, the Maryborough Aero Club of Queensland is holding their annual Wings Warbirds and Wheels Fly-In.

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 much more.

We invite all aircraft enthusiasts to fly in and camp etc, or take advantage of the many hotels, motels and caravan parks the region has to offer. Join us for our Saturday evening Spit Roast Dinner.

Contact Tony Pope 0408 988 081 or [info@maryboroughaeroclub.com](mailto:info@maryboroughaeroclub.com)



# Great Eastern Fly-In 2012 Cancelled But bring on 2013

By Gai Taylor

## The best laid plans of mice, men, women and Fly-in organisers.

Having completed the five year DA for the Fly-in and being in the final stages of planning for this year's Great Eastern, the Fly-in committee has had to make the heart wrenching decision to cancel this year's event, which was to be held at the Evans Head Memorial Aerodrome, on January 6 - 9, 2012.

Yes, in the last issue, we were all on track and looking forward to a great weekend. However, circumstances began developing about five weeks ago and came to a head in late October, after we took a very hard look at a number of issues relating to the Fly-in and to whether or not we could run. These issues included the condition of the site, last minute unexpected financial requirements and safety concerns.

For the past six months, the aerodrome has been undergoing decontamination remediation works on the South East section, leaving much of the non airside area unusable, including the camping, market, car clubs and children's activities areas, as well as the access to runway 09/27.

There is high, demountable barrier fencing all over the site, huge piles of soil and it looks like a major works site. The unexpected financial requirements came up three weeks ago when we were told by council, we would need to pay for an all traffic, all weather access road into the proposed onsite car parking area. This was just not possible for us as we're a Not for Profit group with budget constraints.

We were also looking at having to hire a demountable shower block because council could not fix the men's showers which they had been told, were not connected to the septic system. Our safety concerns were to do with the location of the 300 car parking area, which we were required to put on the southern airside area of the aerodrome. This area included the end of runway 14/32 (decommissioned) and would have been adjacent to the main runway, 18/36. We believed this was a major hazard to air safety.

But on to 2013! Yes, January, 2013 will be the 21st birthday bash for The Great Eastern. We're all looking forward to it and of course everyone is invited. We'll keep you posted through the year ahead about our plans and would like to thank you all for your support for us and the Great Eastern and wish you a very happy holiday time and have lots of flying fun.

"See more on Evans Head aerodrome on Page 16."

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# December star letter



Each month the editor chooses one of the Letters to the Editor to win a great prize.  
Next month's best contribution wins a copy of Your Pilot's Licence valued at \$36.95 see page 35



## Damned if you don't

Re article by Dave Tonks: just wondering if hovercraft are allowed on SE Qld lakes? They are classed as aircraft in some quarters and may be worth pointing out. Just a thought from a lowly gyro pilot.

-Joe

Ed - Joe, there are no lowly gyro pilots. We will check out the regulations re hovercraft for you.

Thanks so much for producing the magazine I thoroughly enjoy reading each edition. I want to lend my support to Dave Tonks 'Dammed if you don't' article. It is clear to me the Minister for Energy and Water Utilities, Stephen Robertson, has no concept of the training required by a pilot, let alone the additional training for an waterborne endorsement.

This edition, the Star letter writer Mark Pearce will receive an Airbox GPS valued at \$899.00

Surely viewing the lake from the air, allows the best view of boat traffic, deep water and submerged hazards? Surely the draft (the distance from the waterline to the deepest part of the float) of a seaplane is far less than that of a motor boat? Surely there are many, many areas where seaplanes and boat traffic co-mingle without incident? The logic and information to the Minister is flawed. I would be interested to search the FAA and CASA database for accidents between seaplanes and boats - on Google there were precious few. I also want to thank you for finding the AvPlan iPad App.

I had spent quite some time looking at a number of apps for my iPhone or iPad, but all of them were centred around the USA and did not integrate Australia well. My instructor told me about one another that needed a \$400 a year subscription. But AvPlan is around \$100 (Flight planner + VFR upgrade pack). This one sounds a real winner.

-Tim - Northcote, VIC

Ed- Tim the best App to get will soon be the Sport Pilot magazine. Stay tuned in the new year for news.

Regarding the article about Seqwater's decision to ban amphibious aircraft from dams/lakes.

The person responsible for the above decision should take note of operations at Victoria Harbour, Vancouver. Arriving there by ferry from the USA, the ocean going vessel threads its way among small whale watching tourist boats, speedboats, commercial fishing boats and adjacent small and large amphibious aircraft taking off, landing and water taxiing to berth.

Likewise, another example, in the town of Kenora, set around a fresh water lake. We parked our car just outside a large 'Coles' type supermarket. Nearby, multi berth parking 'fingers' catered for speedboat shoppers as did another docking area for about a dozen seaplanes, where a Twin Otter and other types were tethered.

A short distance away, a large market catered for fresh produce, cooked food and trinkets of every description for locals and tourists alike. Again, many types of aircraft and other vessels mingled happily on the water's surface adjacent to the town.

This typifies the way Canadians and probably many Kiwis, treat people in their countries - they are not overregulated by bureaucrats sitting in air conditioned offices. Neither should we be. Any 'hoons' in the air or on the water should be very severely dealt with.

Further, regarding water operations on floats, may I mention that after shutting down a float equipped chopper on water, starting up again gets interesting. During this operation I've seen white knuckles on passengers and on pilots being endorsed for float ops. The surface friction on water is not sufficient to prevent the machine spinning around completely several times while speeding up the rotor before the tail rotor speed (thrust) is sufficient to counteract the torque being applied to the main rotor. Especially dramatic on types with high inertia blades. This is somewhat akin to the right (or left) pedal needed initially on fixed wing takeoffs. But sitting on the floats fishing in an isolated spot is a great way to go.

-Phil Latz

Ed- Phil, next time get some video of the spinning helicopter. It sounds scary. Victoria Harbour sounds like an aviator's dream destination.

## Something to say?

Email editor@sportpilot.net.au

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 pilot gear. 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.)

## Losing a member

I first became concerned about the direction the RA-Aus was going last year, when one of our local pilots was reprimanded over an incident. He was reported by a member of the public to have crashed. He was actually at a legal height over water, warning swimmers of sharks in the water after carrying out practice landings on the deserted beach.

The local group had Parks and Wildlife permission for this procedure, which we all do regularly.

The pilot was not contacted by RA-Aus officers and felt he'd been presumed guilty. The pilot subsequently sold his aircraft and left the RA-Aus. We lost a good pilot and club member. What happened to our motto of KISS? It appears the RA-Aus has become a part of CASA instead of representing its membership.

It is becoming cheaper to buy and fly a small Cessna than the plastic fantastics which seem to be taking over our ultralight association - to the detriment of real ultralights in my opinion. The gap between RA-Aus and GA is becoming very blurred. I am waiting for a breakaway group to form. As sad as I would be to see it happen, (I have been a member of RA-Aus for over 50 years) I cannot stand by any longer and see our organisation taken over by CASA.

K.V.Bauer

★★★★★★★★★★★★

## Winners!

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

November Sport Pilot

● Letter to the Editor:  
Dave Briffa  
Wins an Avplan iPad app worth \$79.95

● Story of the Month:  
David Jones  
Wins an Avplan app worth \$79.95

If your name is here, please contact us for your prize at editor@sportpilot.net.au

★★★★★★★★★★★★

## That icy feeling of fuel

I just thought I'd share a recent experience with you all. Last week I flew westwards from Orchid Beach on Fraser Island to home at Pacific Haven Airpark, some 20 miles further west of Hervey Bay, Queensland. I aimed to climb to 4,500ft but eased back on the throttle during this time to avoid some light, wispy cloud that came into view. Some other really light cloud was so hard to see that, in fact, I didn't see it from a distance. With the sun in the position it was, some was simply too light to see even if conditions had been ideal, but I noticed in my peripheral vision some of it flash past each side of my aircraft, a trusty Jabiru J200. In hindsight, I suspect that cloud was forming

1. High humidity. Nearby cloud indicated this, albeit light wispy stuff, readily forming;
2. Cool temperatures. At the height I was at anyway;
3. Low throttle setting. While manoeuvring around and under the cloud I could see;
4. Mogas may not have quite the resistance to icing as Avgas.

Personally, I am not advocating one fuel over another but the oil companies will direct aviators to Avgas. Perhaps this has more to do with legalities.

In their defence, they don't know the conditions in which any particular pilot will fly and they do have to contend with the lowest common denominator (consumer).



in front of me where moments earlier there had been none. Outside air temp was around 17C. These days I run 98 RON premium unleaded mogas with additive to replace the missing lead.

About 10 miles out from Pacific Haven I eased the throttle back even more to start a slow descent. I use carby heat on all long slow descents as a matter of habit. On this occasion, I pulled on carby heat and the engine revs immediately dropped by about 400!

I can't recall this ever happening to me before. Normal run-up carby heat checks display barely discernible movement. On this occasion, I have to assume that unknowingly I had some ice build up in the carburettor. Although the engine continued to run on smoothly, this was a wakeup call. The prevailing significant factors I believe I had were:

Nevertheless, more Jabiru operators are using Mogas more often as an alternative to Avgas. At around 60 cents/litre price difference, (that's \$120-00 a 44 gal. drum price difference) we can see why. This may be fine for most situations but it means that its suitability has to be considered by the operator against its intended application and the potential for adverse flying conditions.

In short, while Mogas fuel of at least 95 RON is stated by the Jabiru factory as acceptable for their engines, it would pay to be just a bit more circumspect when determining all your flying needs - including what we put in the tank.

Mark Pearce  
Pacific Haven

# Pilot talk

**Jill Bailey**  
Assistant Operations Manager



## Accident/incident reports, what are they all about?

### Accidents/Incidents Reporting

I often get asked about accident/incident reporting. "That's just for GA, or the big end of town isn't it?" Well no. Reporting accidents and incidents is a requirement under the Transport Safety Investigation Act. So let's have a look at the what, why, where, when, who and how of these requirements.

**What is an accident or incident?** I looked up the Operations Manual (the Bible for all RA-Aus pilots) and in section 4.08, way at the back of the book it states the definition. An Accident means, there has been a serious injury, or even worse, a death, the aircraft is damaged badly enough that the structural integrity, performance or operational characteristics are affected; the aircraft is destroyed or requires major repair or replacement of components and possibly even that the aircraft is missing. An Incident is an event (other than an accident) that relates to your aircraft that occurs from the moment you are preparing it for flight until you and your passenger have disembarked at the end of the flight (e.g. a near miss with another aircraft or terrain, system failures, fuel issues etc). Even if there is no harm or injury to people, aircraft or participants, but something out of the ordinary occurs, it should be reported. Incident and Accident reports are not about assigning blame. They are a way of advising fellow aviators of potential problems in the interest of safety.

**Why?** Have you ever hit a bird (on a Reg. or Cert. aerodrome)? Ever had an engine sputter and then recover? Ever had a near miss in the circuit? By reporting these things, the ATSB can track trends which can be used to improve safety. Sometimes things happen which we think

could only be a one off. But when compared with other pilots reports, they can produce trends we could never imagine. We would never know or find out unless incident and accident occurrences are reported in the first place. You do not need to decide if the information is worthy of reporting or not, just submit a report. The information is then analysed and can result in changes to ERSA entries, training processes, regulations or manufacturing procedures. Remember, the sole intention is to make the skies safer for all of us.

**Where?** There is a form provided on our website and also a copy in our Operations Manual (our Bible). The form simply asks for details such as who was the pilot in command, how many hours experience that person has, what aircraft type was involved and how many hours it has, who owns the aircraft, where and when the incident/accident happened and the weather conditions at the time. It goes on to ask for detail of what happened and for any information on damage or injury. You can download the form, fill it out and email it. You can print it, write on it, and post it in or fax it. If you do write the form up, please be as clear as possible. It can be hard to read some people's writing after it has gone through a fax machine. (I know my handwriting is not the best.)

**When?** How soon do we need to send in a report? As soon as is practical after the event, however within 72, hours written notification needs to go to the ATSB (The Australian Transport Safety Bureau). These great people are dedicated to improving safety in the aviation, maritime and railroad fields. An interesting fact I learnt while attending a training course at the ATSB recently, is that the information you provide them cannot be used to prosecute or create liability. In fact, you

are breaking the law by not reporting honestly to them what happened.

**Who is responsible for the completion of the forms?** The pilot in command, the owner of the aircraft, the operator and the hirer, (if any) are each responsible to ensure the accident or incident is notified. A phone call initially is enough, followed with a written report as soon as reasonably practical.

**How does RA-Aus process these forms?** We read them, obviously, and then decide if any follow up is needed for further information. The form is passed onto the ATSB and used to assess if there are any immediate safety concerns. If there are, members are notified through Airworthiness Notices, Operations Bulletins, magazine articles and in some cases by mail, email and phone calls.

**Where do we send these forms?** Once a form has been received by RA-Aus, we pass it on to the ATSB. If no further action is required by us, it is filed for future reference.

The final word from me. Don't worry about trying to decide if the information is relevant or important to anyone else. If it can happen to you, it can happen to someone else and without your information, the outcomes may be far more catastrophic. From a Human Factors point of view, lots of small things can line up to become a major thing and this is exactly what these types of reports are designed to prevent. So, send in your incident and accident reports, no matter how insignificant you think the information is.

Safe flying, try not to empty your bucket of luck before you fill up your bucket of experience, and I will see you out there. ✈️

## Business Hours

The business hours for the RA-Aus Head Office is 0900 to 1700 Eastern Standard Daylight Saving Time – Mondays to Fridays.

Outside of those hours you may leave a message on the answering machine. The office will be closed on Monday 26 December 2011 and not re-open until Tuesday 3 January 2012. The Board and staff take this opportunity to wish you all the compliments of the festive season and a happy, prosperous and safe year in 2012.



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>> Jamie Cook (Production Manager Jabiru), Yuna Zhao and Wenxing Zhao (our hosts Sinoaustral Aviation Technology Corporation), Sue Woods (Business Manager Jabiru), Lei Wenxing (Sinoaustral Aviation Technology Corporation marketing)



# JABIRU Goes to China

*"It currently takes at least two weeks to get a flightplan approved"*

## Sue Woods and Jamie Cook, of Jabiru, visit China

Jamie Cook and I were treated like royalty by our hosts. Our dealer in China operates from a facility at Chenjin Airport, Panjin in the province of Liaoning, approximately 500km north east of Beijing. This airpark is under construction in preparation for the opening of the skies in 2015. Our dealer (a property developer) and the governments of the province have invested heavily in the airport development.

The Jabiru J160C was validated by

the Civil Aviation Administration of China (CAAC) to fly in China in March, 2009. It was the first Light Sports Aircraft to be validated, with the help of a technical agreement between CASA and CAAC.

After visiting the Chenjin airport development, we flew to Xi'an for the China International General Aviation Convention (CIGAC) where we attended the airshow at which the Jabiru J160 was demonstrated before the crowds.

China is on the verge of opening up its skies. Until recently, airspace was available only to military and commercial air-

lines. There has been no infrastructure for GA or recreational flying and building this infrastructure has been no small task. Flight training schools have to be set up; the military is in control of licencing and it is very difficult to get approval to operate a school. It currently takes at least two weeks to get a flight plan approved.

Jabiru is well positioned for this potential market with 22 aircraft in China now - six of these are being used in a flight training facility. We look forward to further developments at this exciting time of growth in China.



## Out and About



Russ becomes a BRAT the hard way  
Photo and words by Graham Pemberton.

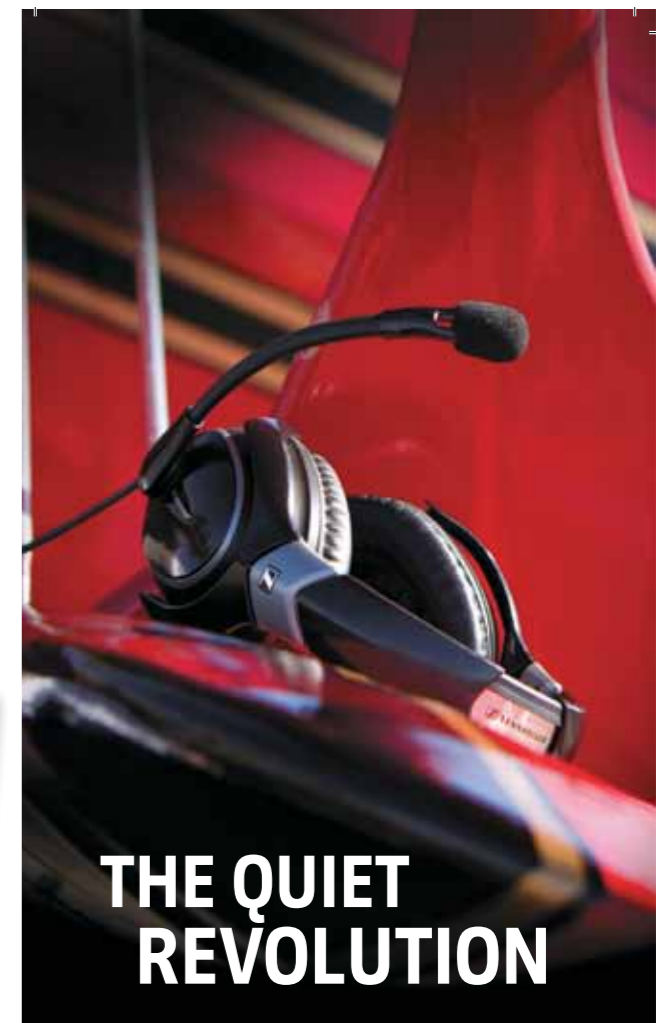
Russ Dennis, a young fella at heart, rocked up to Montpellier Airfield in Townsville, North Queensland, for his first lesson in how to fly a flex wing microlight.

Although knocked by inclement weather and the closing down of the microlight school in Townsville, Russ was not to be deterred. Through perseverance, determination, and a willingness to know why birds sing, Russ found another way. Russ finally went solo two years after that initial flight.

He had to travel to Port Douglas in the Far North to complete his training and he had to do this on more than one occasion. This required packing up and transporting his aircraft, because he was not yet qualified to fly it there. Russ finally qualified with Kevin Gilligan of Updraught Adventures in Port Douglas (<http://www.updraught.com.au/microlighting.html>) So Russ has now become an official member of the Barrier Reef Adventure Trikes (BRATS).

Steve Runciman, President of RA-Aus (also a member of the BRATS) was on hand to present the BRATS Tee-Shirt to Russ.

>> Russ proudly wearing the BRATS Tee-shirt



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The Australian Women Pilots' Association, with sponsorship from Aero Refuellers, is offering two RA-Aus Student Pilot Scholarships in 2012. The scholarships are to assist female RA-Aus student pilots to complete their RA-Aus Pilot Certificate.

Applicants must have at least 5 hours flight time and be a member of AWPA. Each scholarship is valued at up to \$1,500 – paid on a 'dollar for dollar' basis.

These scholarships are two of a comprehensive portfolio of awards and scholarships that AWPA is offering with the support of its membership and a range of sponsors. In all, there are 33 separate scholarships and awards available that are worth over \$65,000.

Applications are open NOW but close soon!

Go to the website for further information, criteria required and application forms – [www.awpa.org.au](http://www.awpa.org.au)



## Whispering Death

By Dr Richard Gates

President, Evans Head Memorial Aerodrome Committee Inc.

**The State Heritage Listed Evans Head Memorial Aerodrome continues to be under threat from a proposed 10ha regional retirement village (RRV) 130 metres from the main runway.**

The NSW Joint Regional Planning Panel (Northern Region) approved decontamination work for the site in January based on a Plan of Management for the Aerodrome which had never been sanctioned by Richmond Valley Council or the NSW Heritage Council, the joint consent authority.

The Plan was not given final approval until August, well after most of the stripping of the contaminated site was done, part of runway 14/32 and associated taxiways were ripped up, and the main and critical WWII drainage system destroyed.

Heavy rain caused many problems for the decontamination process. Formal complaints about degradation of local waterways and lack of dust control were dismissed by the NSW Office of Environment and Heritage following what we consider to be cursory inspections made when the problems were no longer apparent.

It's now 30 months since Expressions of Interest were called for an airpark on part of the aerodrome. Developer, Peter Lynch, put up his hand to purchase the remainder of the aerodrome but there's no evidence of a sale.

Lynch seems to be getting the runaround as happened to a previous airpark developer, Bill Finlen, when his proposal was ignored during the planning process for the aerodrome in 2004. Council offered the land to the retirement village without a word to Finlen. He only discovered what had happened when council released a draft Plan of Management for public comment in 2005.

Council is dragging its feet so approval for the retirement village can be pushed through without the need for integrated planning. The addition of an airpark to the planning mix would mean a new ANEF. The noise contours would well and truly intrude on the village and probably kill it off.



news

In the meantime, Council is trying to get public approval for modified conditions to the decontamination consent for work already done, this is not the first time approval was sought after the fact. Hundreds of blocks of aerodrome land were sold without the necessary permission of the Federal government in the 1990's. The Feds did nothing.

We have asked Federal Minister for Transport, Anthony Albanese, to enforce the Transfer Deed over the site. But the Minister and his department continue to sit on their hands and do nothing. The Minister is under the mistaken belief that the market place is the best place to determine what happens to our aviation infrastructure, a recipe for the continuing loss of airfields for inappropriate development.

It is now very clear that all three levels of government are doing as they please. The lack of action by the new State government copycats that of the former mob. Part of the problem seems to be that the same bureaucrats are holding the reins. There is precious little accountability.

The main casualties in all of this are the World War II Veterans who trained and served at Evans Head and who are deeply opposed to their 'sacred site' being destroyed by development not compatible with aviation. They want their aerodrome kept as a working-and-living memorial to their 1000 mates lost during World War II. They are angry that governments at all levels are unresponsive to the very democratic processes they fought so hard to preserve.

The battle for Evans Head is not over. We are now seeking legal advice. We need the support of the aviation community. Please write to your local state and federal members and ask them to intervene in this matter. The fight for Evans Head is not only about aviation infrastructure, but the men and women who served Australia in World War II. They deserve better.

First prize for the retirement village name goes to the wag who suggested it be called "Whispering Death". It not only captures the World War II aviation history of the site, but the demographic status of the occupants and the fate of the aerodrome.

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# Pouring on the Petrel

**Kelvin Hutchinson puts the latest amphibious aircraft the Brazilian Super Petrel LS to the test at Lake Leslie in South East Queensland.**

Over the past few years, sports and recreational aviation communities have been bombarded with hundreds of new aircraft options, all with very high quality finishes and impressive instrument choices.

For the first time, the Jabiru, Lightwing, Savannah, Tecnam, Drifter and Sierra manufacturers, have real competition. Affordable and extremely well designed and finished aircraft arriving in the country from Brazil, The Czech Republic and the US are grabbing the attention of recreational aviators.

Brazil, in particular, has been a country producing a wide range of successful aircraft for many years. One is the EDRA Super Petrel.

I happen to be lucky enough to live near Warwick, Queensland where the first of the new model Super Petrel LS arrived in Australia. With Lake Leslie only six nautical miles away we decided to put the LS, to the test.

The LS replaces the SP100 model. There are around ten SP100s flying in Australia today. The main difference between the old and new model is the body shape, which is more streamlined and aerodynamic, support cables have been removed and there is more space in the cockpit.

When you first approach the LS model, you can't help but be impressed by the quality of the finish and attention to detail throughout. A major feature of the LS are its biplane wings. There is 15m<sup>2</sup> of wing area. The body of the LS is composite and the wings predominantly fabric covered, but, visually, you can hardly see the difference due to the high quality finishes.

Leather adjustable seats with headrests, central dual controls with numerous switches and buttons built into the handgrips and the fishbowl like visibility from the cockpit certainly also grabbed our attention.

The power plant is a 100hp 912ULS Rotax mounted above and behind the cockpit. The fuel tanks are in the lower wings and hold a total of 90 litres giving an endurance of five hours. Both wing tanks feed a holding tank mounted behind the passenger seat which is in full view of the pilot. The holding tank holds 45 minutes of fuel and is readily visible to the pilot.

Two reasonable size bags fit behind the seats. The range of instruments available is impressive. The plane we were testing has two DynonSkyviews, and a centre mounted Garmin VFR Panel package – GPS, transponder and radio. A 12 volt power outlet is also mounted in the dash (great for the iPad).



The cockpit layout and ergonomics are impressive. Two large blokes fit comfortably and legroom is more than sufficient. Any-one over 181cm might find the headroom a bit tight, though. A cabin heater keeps you toasty during those cold frosty days. Before we headed for the skies and Lake Leslie, we removed the cabin doors by taking out two hinge pins on both sides.

Having flown in various types of aircraft and seen many instrument panel layouts over the years, we were impressed with the layout of the instruments in the LS; switches look great and the throttle and arm rest configuration worked well. The position of the compass and choke is questionable but we couldn't see where else they could be mounted.

As we moved along the taxiway, we took the time to get used to the sensitive heel brakes. We also found that with the tail section located immediately behind the three bladed prop, the rudder kept us on the centreline with very little need for the brakes.

We throttled up on runway 09 and were off the ground well within 100 metres (M). The climb out rate is impressive. The electric trim (stick mounted) worked well as we tried to keep the nose down when all the Super Petrel wanted to do was climb out at a rate we were not prepared to try.

As we reached the end of the airstrip, we raised the undercarriage with the centre mounted undercarriage lever and the lights on the dash went from green to blue. Booster fuel pump was switched to off and there were no flaps to worry about.

We climbed to 3,500 FT and tracked for the training area to test the aircraft's flying characteristics.

Doing 15, 30 and 45 degree turns, stalls, turning on a point, side slips and stall recovery were no problem. The aircraft's responsiveness is impressive. Cruise speed at straight and level, to achieve an economical fuel burn, is 90 KT. The manufacturer promotes 97 KT cruise speed. Stall speed 30 KT, rate of climb an impressive 1000 FT/MIN, glide ratio 10:1.

Feeling comfortable with the aircraft and having one of the best RA-Aus Floating Hull trainers in Australia beside me, we headed for Lake Leslie. The wind was from the south east at 5-8 KT. The lake told us the active with ripples and wind shadows against the shoreline pointing the way.

We kept away from the fishermen, the



caravan park and dam wall which placed us over trees and at the base of a mountain as we made a circuit to check our watery airfield for logs, buoys or snags. All was clear, so we checked the landing gear was up, fuel pump and bilge pump on and started our descent.

The swish of water on the hull established we were on the lake and we pulled up within 100 M. We powered up and step taxied to the boat ramp. The Super Petrel LS was in its other element... water.

As we approached the boat ramp, we lowered the landing gear and powered up to

climb up the concrete ramp. We turned on the boat preparation area to face back toward the lake and powered down. People arrived from all directions and dribbled all over the plane. We answered countless questions and then with more than 100 people watching us, we re-entered the lake and prepared for take off.

We turned into the wind and powered up. Stick hard back, forward and back again to get on the step and within 120 M we were off. We climbed out low and straight ahead until we had reached 1000 FT AGL then turned to fly downwind, base and final again.

This time, we tried a few additional procedures, crosswind taxi, sailing, power sailing, beaching, anchoring, step taxi and water plow. The Super Petrel LS performed very well in all of it.

During all these exercise we did not get wet or have a situation where the bilge pump needed to do any work. Manoeuvrability of the Super Petrel LS on water at a low power setting was very good, because of the hull shape and prop position pushing air over the tail.

As we landed back at Warwick airfield, with undercarriage down (something I must get used to) the plane flared nicely and pulled up within 120 M. At no time did we find any vices or performance problems with the Super Petrel LS. The seats were comfortable and visibility good.

Not only is the LS a good looking plane with good performance and endurance, it's at the lower price range too, comparable to its competitors at around \$125,700.

If you are in the market for a versatile amphibious aircraft, the Super Petrel LS is worth a test flight. Australian lakes, estuaries and rivers, here I come.



**For more information**  
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# A Love Affair with a Pup



by Arthur Marcel

It seemed to have everything he wanted. It was a good all round recreational aircraft (registrable as either RA-Aus or GA) and it had a sound design history, being a development of the popular single-seat Supapup.

However, there weren't too many flying at that time and it wasn't until Narromine in 2006 he was able to see a finished flying example of the type. It turned out to be love at first sight. The Aeropup is indeed a special aircraft. But what is it about the plane that makes it different? To begin with, it has easy, quick folding wings. Then, it has a chromoly fuselage frame that acts as a roll cage in case of accident. It has good fuel capacity (96L) too, in the wings rather than in the fuselage. It is a high wing design, which not only provides great downwards visibility, but also some shade when at those summer fly-ins. It has good luggage capacity as well. All these features were important to Steve in selecting a safe, medium-range touring aircraft for Australian conditions.

Steve picked up the kit in April 2006 and spent the rest of 2006/2007 putting it together. He chose a Jabiru 2.2L motor for his aircraft. By late 2008, it was ready for weighing, C of G calculations, engine test running, etc. Soon after came that moment that every aircraft builder dreams of; that moment the plane leaves the ground for the first time. Steve was determined that he should be the one to pilot his Aeropup on its first flight. He did the research and prepared himself thoroughly until he was confident and when the right day came, he did it! Of course, he first did lots of taxi trials and mock takeoff tests, gradually building up speed down the strip at Caboolture, lifting the tail almost to the point of takeoff without actually launching into the air. Then he was away!

**S**teve Donald is a LAME with more than thirty-five years' experience in the airline business. He started at Ansett Airlines and is now with Virgin Blue at Brisbane Airport as a Senior LAME. Many years ago he acquired a restricted PPL, but work and family got in the way.

In 2004, however, Steve had time and opportunity to look at the private aircraft scene once again. He quickly realised that times had changed. GA was now too complicated, vocationally oriented and expensive. The recreational regime seemed by far the better way to go. He soon had his recreational pilot's certificate.

In 2005, he decided that he needed a plane with a cruising speed of between 90 KT and 100 KT. He had a preference for an Australian designed and produced kit. The Aeropup caught his attention.

Before long he had done the mandatory 25 hours test flying and proceeded to venture further away from home base as he built up confidence in the plane's ability. He has now done 190 hours in the aircraft. I first saw Steve's Aeropup at Watts Bridge Memorial Airfield in June 2009 and was immediately impressed with the aircraft's quality. Steve flies in to Watts on a regular basis and I have now had opportunity to look the aircraft over in detail. It is rare to see such a well finished aircraft. True, Steve is a senior LAME, but he obviously has a very professional approach to his hobby as well. Well done Steve Donald!



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# Drifting the light FANTASTIC

## Austflight SB-582

by Rob Knight

**P**eter Stanton at The Recreational Flying Company in Gympie had been pressing Rob for some time to go "Drifting" with him in his Austflight SB-582 so Rob drove from Brisbane to take him up on his offer.

Thunderstorms brewed upwind of Gympie airfield as Peter kitted me out in black jacket and white headset/helmet. Then he went through the starting procedures. These were straightforward and we were quickly setting the CTAF frequency and waiting for the engine to warm.

Under Peter's guidance, taxiing was a breeze as long as the speed was kept low because the brakes were not especially efficient. Although the rudder was effective in the slipstream, the tail-wheel springs were soft and the tail-wheel was less useful for steering than I had expected.

The run-up was uneventful and the pre-take-off checks uncomplicated – this is a very basic aeroplane, and in what seemed no time at all, we were ready to go. There was no other traffic and the runway was ours.

After carefully taxiing onto the centreline, I gingerly cracked the throttle, straightened the tail-wheel, then opened the throttle fully. Suddenly the centreline disappeared over my left shoulder. Of course! The prop turns anticlockwise when viewed from behind, and the swing is all to the right. I jabbed belatedly on the left rudder pedal and the centreline re-appeared. Unlike a tractor powered aeroplane, thrust is now an un-stabling force. The tail rose and the bitumen streaked past far too close to my posterior for comfort. I reminded myself that I was strapped onto this thing, and not in it as is usual with a flying machine. Then I remembered the airspeed, we were approaching 45kts, nearly the rotate figure that Peter had given me. The silence in the back seat could have been his activated survival instincts, or maybe tacit approval for what I was doing.

Surprisingly quickly, I had to adjust the nose upwards to hold a 50kt climb. Then a shudder started and shook the windshield and front cockpit. It was only a wheel out of balance, an issue as I found out, which is typical of Drifters.

The ASI held nicely at 50kts after a touch of nose-up trim, and the balance ball centred with just the lightest left rudder pressure. The VSI indicated 550fpm up as we climbed to 3000ft. I levelled off, trimmed to hold the nose in the level flight attitude and the ASI settled to 54kts at 5500 RPM. This was all the speed we were going to get at this power setting.

I tried the controls, each in turn. They were all light but remarkably responsive, because the mass of the engine is close to the aircraft's centre of gravity. Control harmony was impressive.

In 45 degree banked steep turns airspeed decayed quickly until I raised the power and here I noticed the first significant Drifter characteristic. Turns were easier to the right than the left, a trait caused by the propeller being close to the rudder, so more slipstream strikes the right side of the fin than the left. Thus, more rudder is needed to coordinate when turning left than right, and adding power aggravates it. A 60 degree bank needed full power to maintain height and 50kts.

Stalling was simple and straight forward. Ok, it sagged sideways a bit on some stalls, but rudder stopped the yaw and the aircraft levelled its own wings. Then Peter suggested I try a full power stall. This was an impressive demonstration of the aeroplane's general docility. Stuck on a screaming pole like a demented witch on a broomstick, with the nose wavering at what seemed like 60 degree to the horizontal, the aircraft just sat there, dancing on its tail. So long as I stopped the yaw, the nose just waved around while the ASI flickered around 30kts. What a party trick!

Gliding is sensational with an angle only marginally better than you'd get from an anvil. Power off requires a simultaneous and substantial nose-down attitude change or the airspeed vanishes. The low nose attitude seemed extreme until I checked the ASI and saw we had cornered the correct glide speed. Obviously, gliding range is re-

stricted: better than a helicopter in autorotation, but that's all.

Returning to the circuit we had just 10kts of wind, with 5 of it across the runway. Under Peter's direction, I set the required 50kt best glide speed on a base leg which appeared impossibly close to the runway's end. And then, as I turned final, everything stopped except our descent. To make the field we had to penetrate the headwind, so I raised the IAS to 60kts.

Gympie's grass was too wet from recent storms so we were stuck with the bitumen. Slowly we closed on the threshold, and it was a toss-up deciding if we made that or the boundary fence first, until I added a burst of power. We skipped over the runway numbers and into the flare. The elevator was light and lively, even with the falling airspeed, and it was no effort to hold off in the float. The hard bit was getting the float height right as this seemed so close to the runway, that I was going to get a gravel rash on my nether regions. Then with a gentle bump we were down. There was no bounce and Peter quickly called for the stick to be centralised and for full power for the go-around.

Then the Drifter's sensitive directional control swung into action and had me swerving across the runway. Quick feet and rudder solved the problem, and at 45kts we lifted off. I accelerated to the required 50kts and we climbed away.

As a low performance aeroplane, we flew a 500ft AGL circuit so I nailed 760ft indicated on the altimeter for each downwind leg. We did a further four circuits, each one more precise and each one further reinforcing the steep approach and high descent rate inherent in this little aeroplane. Then Peter climbed out and I did another four circuits before the wind started to rise. I made a full stop landing and taxied back to the hangar. This is a delightful aircraft challenged me in ways I have not been challenged for a long time.

It has unique characteristics due to its high centre of gravity, pusher propeller and



because the pilot is so exposed to the elements. The small performance envelope is also a challenge with almost constant power adjustments necessary to maintain both airspeed and altitude. In a Drifter, the pilot cannot just sit there and let the trim do the work. This aeroplane will not give an inch and the challenge this presents makes a flight a very worthwhile exercise for any pilot, regardless of their level of experience.

I liked flying the Drifter very much and recommend it, if for nothing else than the experience. I'll probably be back before long to have another run in it. All I have to do is find someone else who will enjoy being part of the atmosphere at 2000ft.



## Ever wanted to fly Tailwheel?

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## A Compelling Case for Caboolture

By Juris Greste

**J**ust as well each of us is reasonably content with our own patch. Be it the street, neighbourhood, club or even flying venue. However, when you reach the end of this story, you will want to be flying out of Caboolture.

Lest this become a "mine is better than yours" contest, here is a very objective case why your recreational flying is not complete until you have crossed Caboolture off your list.

Caboolture is about 50km North of Brisbane CBD and easily reached along the fast Sunshine Coast motorway. If you prefer not to compete with the other motorists, you can even put your bicycle on the train, as this writer does, and 15 minutes of easy pedalling from the station will get you there. If you are flying in, it is YCAB. CTAF 118.8, elevation 40 feet, approximately 4.5km East of the town. The climate of this part of Queensland is the envy of most of Australia and flying conditions are excellent all year round. There are two grass strips - 12/30 and 06/24, well drained and maintained. The 17 year old airport is owned by the local council and is under the operational control of the Caboolture Aero Club.

Even if you are not a nav wizard, it is hard to get lost. Either follow one of the major highways or the coastline. And as you get

closer, there is always the water tower in town to fix your bearing.

Caboolture as a centre is no village outpost. Its nearly 50,000 population supports major cultural, social and commercial facilities and amenities. If you are a flying visitor, there is a good choice of accommodation and almost everything else you might need. The services at the airport itself are very extensive. The more than 100 hangars obviously accommodate a diversity of flying devices, which in turn have spawned other supporting businesses and services, either within the airport precinct or in the adjacent industrial area. There are no landing or tie-down fees. Shell AvGas is available 24 hours by self-help with a credit card. The Aero Club always offers a welcome to visiting aviators, even though its premises suffered some damage recently. There is a choice of refreshment facilities available in the surrounding industrial area.

As if that is not enough to tempt you, there is more. There are at least four flying schools within the precinct, covering a big range of aircraft including helicopters and gliders. Occasionally the skydiving club is also active. The range of aircraft is truly amazing - either flying regularly, visiting, in the course of restoration or represented in the excellent Warbirds museum. In operational condition is a P51 Mustang, CAC Wirraway and CAC Winjeel. A group of volunteers is restoring an Australian built DAP Beaufort Mark VII bomber or you can buy yourself a thrill in a Nanchang CJ6 - China's People's Liberation Army Air Force basic trainer, first produced in 1960.

I have kept the best to last. There truly cannot be scenically and recreationally a more attractive place to fly than this part of the Sunshine Coast.

Fringed to the East are the shimmering waters of the Pumicestone Passage, the variegated ground pattern of Bribie Island

with its swamps, plantations and beautiful beaches, housing areas and emerald blue ocean. To the West are the unmistakable majestic peaks of the Glasshouse Mountains, rising out of the undulating plain like brave sentinels. Mt. Beerwah punctuates the sky at 1824 feet. In between is a colourful mosaic of State Forest plantations, small farms, the chequered patterns of pineapple fields and small settlements. What a feast for the eyes.

If you are an aviator living at beautiful Bribie Island (and there are a few) you really have it made. Bribie is truly a place of relaxed living with all kinds of watery amenities, only 20km by road to the East from Caboolture. It is the only island on the East coast of Australia, with a bridge connection to the mainland. If you would like to give yourself some local landing variety, there is Caloundra airport to the North or Redcliffe to the South. However, take care approaching these alternates as you can easily drift into controlled airspace - the Sunshine Coast airport in the case of the former and Brisbane for the latter.

Brisbane leisure flyers must surely consider themselves blessed with such great opportunities available at Caboolture. Why would you fly from anywhere else but the uncrowned capital of sports and recreational aviation of Australia? 🇦🇺

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## A word from the CEO

Steve Tizzard

### Reporting where you are



#### Greetings from Canberra

At the Recreational Aviation Safety Forum held in Canberra on October 7, a comment was made by the Regional Airlines representative about the general standard of responses to a request for a pilot to advise the position of his / her aircraft.

The representative indicated that their pilots rarely have an intimate knowledge of the local area. So reporting your position over a local feature, along the lines of say, over the wetland and the like, is not always

helpful.

Such a response can invariably lead to additional and unnecessary radio calls. Accordingly, reporting your position as a distance and bearing from the airfield is generally more accommodating.

For example

Aircraft type

Callsign

Position e.g. seven miles North (North West or Nor East etc.) of

Bathurst (Include altitude and intentions if not previously advised)

The above call was an anathema in former times but CAAP 166-1(0) permits its use – see bullet point 2 of paragraph 6.4 of the CAAP.

Remember, a pilot's ability is sometimes being judged by people who are not even in the cockpit, and the standard of your radio phraseology is an indicator of your professionalism.

Recently, I was waiting for a flight at the domestic airport in Manila in the Philippines and a light aircraft taxied by, going way too fast. The aircraft was also flashing strobe lights (unnecessary) and the pilot did not even bother to have a hand on the control column, because I could see the elevator move each time the aircraft hit a small rut on the taxiway. I wonder how well the radio calls were being made ... food for thought.

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# Tech talk

with Steve Bell  
RA-Aus



## *Our Past and NATFLY 2012*



**I wish I had a dollar for every time I heard that we need to get back to our roots.**



This is similar to “it was better in the old days”. While I think some things may have been better in the former years of RA-Aus (AUF), some things were not. There has been a steady movement away from the smaller, single seat aircraft, which were a joy to the founders of the organisation, towards larger two seat factory built or amateur built aircraft (not that there is anything wrong with these aircraft).

But, in a way, we are losing the fun which came from struggling with an aircraft design, which we could build reasonably cheaply, and then fly. True, there are problems with learning to fly these aircraft, particularly since nearly every one is different. But everyone got the sense of achievement and fun which went with them. The aircraft I am talking about are the small, 300Kg MTOW, single seat aircraft, which were the only ones available in the early days. I really wouldn't like a situation where these small aircraft just died out.

They are perfect for a young pilot, with limited funds. They are just plain fun, and after all that's what we are about - “making flying fun again”. Cost is a huge advantage for these aircraft. They are relatively cheap to buy and operate. The only disadvantage is the single seat. With the vast improvements and numbers of suitably reliable engines available today, the only obstacle is a lack of imagination.

Many members are surprised this option is still available, and the rules and specifications for these beautiful aircraft haven't changed over the years. True, you now have to have the design approved, but that is relatively quick and painless.

### **Natfly 2012**

Yes, it is months away, but it starts Good Friday April 6, 2012. This year a group of people approached me about having something for the 95.10 aircraft enthusiasts. Strangely enough, I had already decided to emphasise (as far as tech is concerned) the 95.10 category, (must be psycho- I mean psychic). What I plan is a full day talking about these aircraft, having a look at some examples, and giving people a chance in an open forum to talk about the advantages of these aircraft (I'll make sure you get a say even if you have a negative view). So if you have designed, or built, or wish to build a 95.10 aircraft come along, but please bring along a younger person (for me anyone in their 50's), and we can all try and convince them the effort to build a 95.10 aircraft has some huge advantages, and that the magic of flying for fun is concentrated in these aircraft.

Bring along your designs for me to see, and perhaps you can talk and get hints from designers who have been down the same path as you are going. Remember 95.10 aircraft can include trikes, high wing, low wing, multi-engine, single seat types. They can be built from a commercial kit, or from plans. We can even talk about a two seat type (variant of a 95.10), which can be factory built so you can learn to fly one. After all, many of our current older school aircraft started out as 95.10 aircraft, and just got bigger. You can also give me some suggestions as to how I can make it easier for you to operate these aircraft.

If you are interested in the aircraft which were the foundation of RA-Aus, contact the Holbrook Ultralight Museum and have a look at their displays. You may get inspired, and even if you are not, I can guarantee you will have a good interesting time. (Club Office: (02) 6036 3042)

NATFLY may seem a long way off, but now is the time to start planning, particularly if you would like to bring along your 95.10 aircraft. I would like to see as many as possible. Let's make the 95.10 prize the hardest to judge next year because of the numbers present.

Perhaps we can arrange a field nearby so if necessary, you can use a trailer and just fly the last couple of miles. If this can be arranged, I'll try and organise transport to the staging area, so you can be taken back to get your aircraft.

I'm going to see what I can do to make NATFY as much fun as possible for everyone, particularly the small aircraft which were used to make RA-Aus what it is today.

### **One final thing**

December/January is the holiday period, where many of us will have the time to fly. Remember you need to have a close look at your aircraft, (particularly if it hasn't flown for some time), and make sure it is airworthy and decrease the chances of having problems.

A problem, even a minor one, can spoil your fun and can be costly if left. So spend the time and make sure everything is right, before you go.

Checking your aircraft thoroughly will always make you look like you are professional, where a broken aircraft at the end of a flight can do the opposite and frighten people off.

Happy and safe flying and fixing. 



# Barry's Trip

by Barry

*(He doesn't remember his parents, but he thinks one was a Kelpie and the other a Rottweiler)*

I have just completed an important assignment as Security Officer for the ground support vehicle accompanying some microlight aircraft doing a tour from Cootamundra to northern NSW and back.

My mate, Damien, was the driver of the VW van pulling a trailer, while my duty was to guard the vast quantity of paraphernalia the fliers wanted to take with them. I took a food bowl and a sleeping mat. As you know, you can't take much in a microlight, so the tasks assigned to Damien and me were critical to the success of the mission.

We left Cootamundra in fine weather and the fliers stopped at Cowra to eat their sandwiches and attend to human needs. There were three microlights with five people on board.

Ian and Elaine were flying one, Glen was flying the second and Arnold and Win were in the third.

We met up for the night at Mudgee Aero Club, where Rob showed the group to their accommodation and gave them the keys to the courtesy vehicle the club provides for visiting fliers. We couldn't all fit into our van so this was handy to go to town.

The three flying machines were put to bed in a Council hangar and we all headed to town for dinner. Actually, I had already had my dinner, so I took up station in the van while my friends dined at a restaurant.

During the night, there was a severe thunderstorm so I hid under my rug, and everyone was glad the aircraft were safely hangared.



*“Humans are easily amused”*

The next morning the weather was beautiful, so we packed up and headed for Manilla Sky Ranch on the shores of Lake Keepit. The microlights had a good flight, which was punctuated at the beginning by light rain and even small hail for a short time. In the hail, the pilots reduced RPM to minimise the risk of propeller damage but all was OK. The fliers did a scenic flight around the Warrumbungles with a lunch stop at Coonabarabran.

At Sky Ranch, they were met by Hunter, Neil, Dean, Willi and Tina. Neil was instructing Dean in the tender art of flying gyroplanes. These machines, for those who have not had the good fortune to fly them, are tremendous fun I was told by one of our group who did some training earlier this year. They are extremely well mannered, even in conditions which would give my microlight flying friends white knuckles.

The crew at Sky Ranch was very hospitable and hangared the microlights before settling down to a convivial BBQ. I met the two resident dogs, Jack (Daniel's) and Bundy, while I took great interest in whatever the ravenous fliers left of the barbie.

If any fliers reading this get a chance to visit Manilla Sky Ranch and check out the Autogyros, they should do so. Gyros have had some bad press for various reasons, but these new generation machines are very capable and safe in all flying conditions.

As with any aircraft, proper training and understanding of their characteristics is essential.

The next morning, Damien and I packed up and drove to a property between Inverell and Glen Innes.

Leaving Sky Ranch, the fliers had a headwind which dissipated at a higher level.

The final half of the flight was on top of broken cloud over scenic undulating farmland with a silky smooth magic carpet ride.

The fliers were greeted by Peter (Win's son), Karen and their two teenage sons, Andrew and Glen. I took up my bed in the VW for the night and was told to keep away from the goats which were kidding, in case my natural canine curiosity upset them.

The following day, the wind dropped at 09:00 as Peter predicted (you can't beat local knowledge) so Peter, Andrew and Glen took the back seats of the trikes for a jolly around the property and surrounds. It is great for farmers to get an aerial perspective of their properties and all three soon overcame their initial trepidation to enjoy the flight immensely.

Lunch was the usual country fare, followed by a relaxing afternoon, finished off by a trip to Glen Innes in the trikes with the now veteran passengers on board.

Next morning, the weather looked a bit bleak for the flight to Lightning Ridge, but our team meteorologist, Glen, determined it would be flyable. The intrepid fliers took off at about 08:30 and did a touch and go at Inverell, just so they could say they had been there and add it to their lists. Humans are easily amused.



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>>>Future Aviator Ian

## Barry's Trip

Damien and I arrived at Lightning Ridge about the same time as the fliers. They told us they had waited in Moree for a couple of hours hoping the showers would pass. Glen's weather radar showed light showers clearing and reforming, so the pilots and crews decided to head for Lightning Ridge. The cloud base was about 4000ft without many bumps and not much rain fell on the way. Damien and I arrived at Lightning Ridge Airport just after the squadron landed.

There is a new caravan park at the Ridge called the Opal. Despite the unimaginative name, it is excellent and we had three very fine cabins. During the night it rained heavily, but the cabins were comfortable and my bed in the VW van was very snug. In the morning the cabins had lake frontages.

The fliers and Damien did the tourist thing for the day, but I decided to stay on the verandah of one of the cabins in a comfortable kennel that Mark, the park manager provided for me. "Damien now speaking" What a great idea. It's good to see us dogs being accorded our rightful place in society. After a second night at Lightning Ridge, the weather was clear so a trip was made to Cobar with landings at Brewarrina and Bourke. Each of the airports had lovely rose gardens.

The Nancy Bird terminal at Bourke was a happy surprise, with photos and stories of the amazing life of this wonderful Lady. (Ed- I didn't know dogs could read?)

The flight from Bourke to Cobar was a bit of a roller coaster ride with a surprising amount of thermal activity for the relatively low temperatures of less than 20C.

I am told Cobar is not a pretty place from the air, unless you have a financial interest in copper mines. The town is very much supported by mining with every second vehicle being a 4WD ute with a HiViz clad driver. Two nights were spent in Cobar because the unpleasant weather convinced the fliers, the ground was a better place to be.

The museum in Cobar was well worth a visit but I had to stay outside because the family admission didn't include dogs.

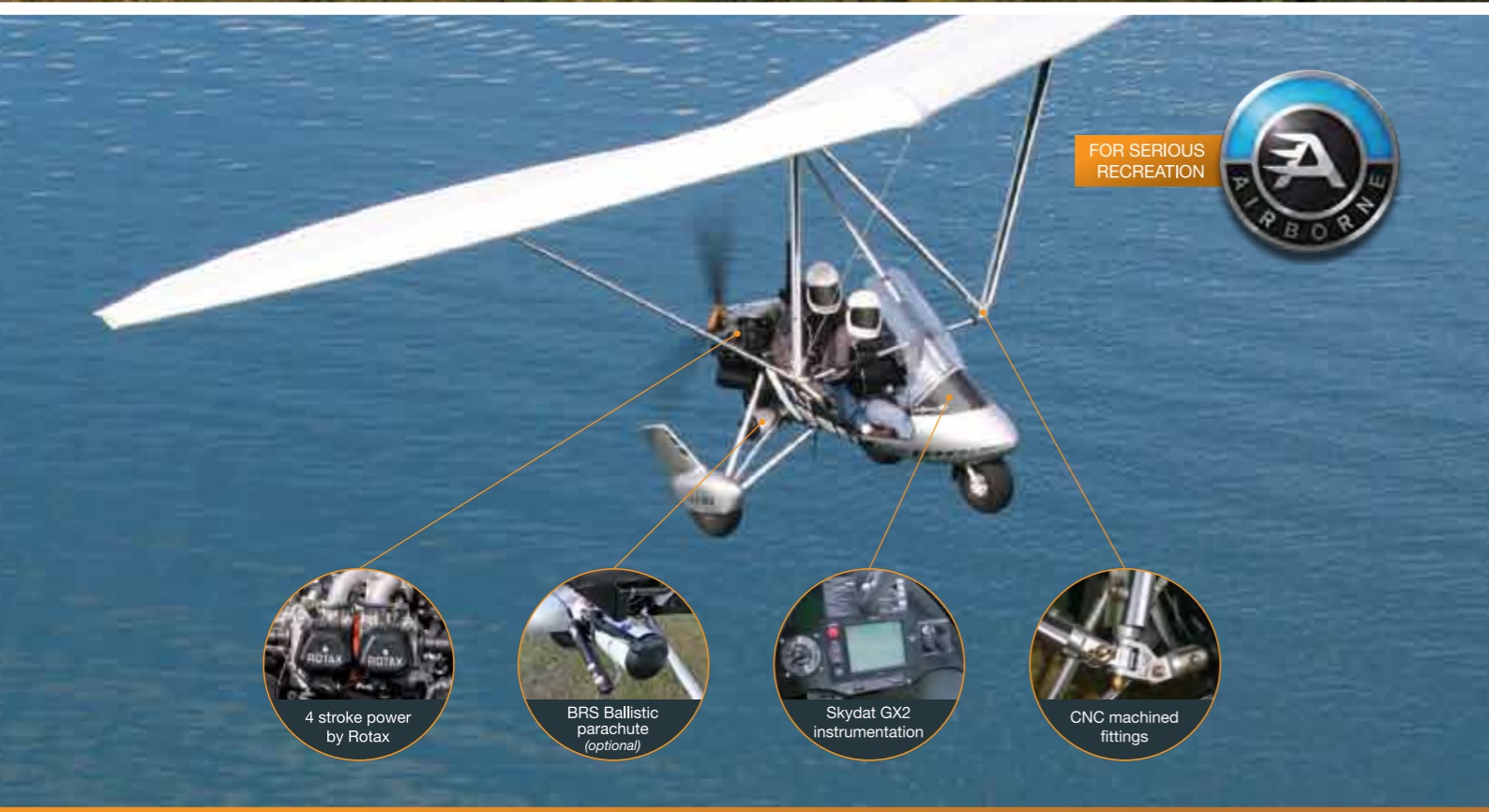
Our overnight stop at Condobolin was cancelled and we all decided to go back directly to Cootamundra. The ground crew met the fliers at Condobolin to refuel them when they stopped for lunch. Between Condobolin and Cootamundra, Damien took some gravel roads and the rear windows of our VW were broken by rocks bouncing up from the trailer. I consoled Damien and explained that "you get that on a big job".

We all arrived at Cootamundra without further incident and enjoyed dinner in town before spending the night in Elaine and Ian's superbly fitted out hangar.

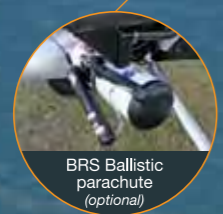
It was a great trip and my only regret is that I did not go for a fly. They told me it was because they didn't have a helmet to fit my ears and, being dog tired, I didn't argue, but I wasn't really convinced. 🐕



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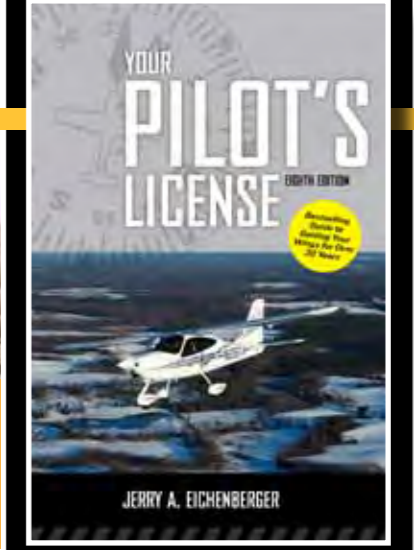
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# Book review

## YOUR PILOT'S LICENSE

Next month's letter to the editor wins a copy of Your Pilot's License RRP \$36.95



### Book review By Kreisha Ballantyne

**Written in an easy-to-understand style by a certified flight instructor, Your Pilot's Licence is filled with practical advice to help you understand what it takes to learn to fly an aircraft.**

A wise old pilot once said to me 'you're never as vulnerable as when you're standing in the car park of a flying school with five hours in your log book'. And he's right - not just in terms of navigating the maze of aviation options (RA-Aus or GA, tail wheel or nose, block learning or weekends, etc) but also in terms of training (if your instructor is not covering the subjects in this book, it may be time to look for a new school).

Every once in a while, a learn-to-fly book becomes a classic, a student bible to be handed down to each generation of baby pilots. Now in its eighth edition, Your Pilot's Licence is just that. Beginning with a frequently asked questions chapter, the reader is walked through the most obvious initial questions - what should I fly, where, how much will it cost? - before be-

ing introduced to the most comprehensive section on instructors I've ever encountered, with a focus on mutual respect and communication.

An American publication, the book contains a breakdown of the various pilot's licences available under the FAA, which happily mirror (with a few minor differences) our RA-Aus and GA licences here. Although there are a few differences in terms of air law and prices, the publication remains relevant to the Australian market in its comprehensive breakdown of the mechanics of flights, navigation and meteorology.

In addition to being a guidebook of choices, the text makes a perfect companion to the study syllabus, particularly for students who prefer an in depth background to their study.

### TAKE TO THE SKIES WITH THIS FULLY UPDATED, DEFINITIVE GUIDE FOR AVIATORS IN TRAINING

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### About the Author

Jerry A. Eichenberger is a licensed commercial pilot rated for single engine – and multiengine aeroplanes, helicopters, and gliders. He holds an airplane instrument rating and is a certified flight instructor, rated for aeroplanes, single- and multiengine, and instrument instruction. He is a practicing attorney devoting his legal time to the area of aviation law, representing manufacturers, maintenance facilities, flight schools, airlines, airports, and individual pilots and aircraft owners.

### Caution from the CEO

Kreisha Ballantyne, in her role as the book reviewer, has done a great job with the article and even pointed out air law and cost differences between the USA and Australia. However, significant differences in flying training techniques between the two nations commenced in 1916, some 95 years ago! Accordingly, the book should be used for guidance material and not as a text book."



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# Member Initiative Changes Lives

# GYFTS



**By Carol Richards**

This is a 'feel good' story about the members of Recreational Aviation Australia. Giving Young Flyers Training Support (GYFTS) is in every sense of the word, a member initiative that has changed the lives of 48 young people in only three years. It has assisted 48 young people in their journey to their dreams of becoming commercial or recreational pilots.

This training support program was proposed by a member (Carol Richards), modelled on

an existing member program (Darling Downs), funded by members (all of you), and member services (Brolly Props), and administered by a volunteer group of members (Peter Gilmour, Bill Cain, EJ Lim, Graham Draffin, Alan Bridges, Robyn Otley). The members of RA-Aus can claim true ownership of this program.

This program is a genuine success story. The students who benefit always want to express the gratitude they feel for the assistance the program provides. Ritchie Bullard, is one such recipient.

"The freedom, the views and the joy of

being in control of your own aircraft. These are only 3 of the endless reasons why I was determined to become a pilot. However as they say, in aviation you start with a lot of money and you end up with none, this would have been my case, except for one reason, I didn't have any money to start with.

When I was 13, I nagged my parents for days on end to let me try learning to fly. And so one day before my 14th birthday, they booked me in for a flight in a Jabiru J-160. I was instantly grabbed by the flying obsession. I couldn't resist going for more flights. A few weeks after I turned 15, I flew the J-170 for the first time. At the end of this flight I went solo for the first time, 13 months in the waiting. That first flight by myself was amazing and one I will never forget.

The whole time I had been mowing lawns around the neighbourhood and helping out people to earn money for my flying, and even then I was only able to fly once a month. This made it difficult to stay proficient with my flying as the gaps between flights were so long. My instructor of the time mentioned to me that there was a scholarship available (GYFTS, Giving Young People Flight Training

Support), issued by Recreational Aviation Australia. As soon as the words entered my ears I was searching for the application form. I spent hours on end filling in the forms, gathering up references and writing the essay.

About one month later I received a call from Carol Richards (head of the GYFTS program) telling me that I had won a scholarship. I was absolutely over the moon and couldn't wait to get right into more flight training.

Five months later I received my Pilot Certificate with 23hrs in the book, and hadn't even turned 16 yet.

The GYFTS scholarship got me about 14 hours worth of flying before it ran out. This may not sound a lot but it got me from just after my solo circuits stage, to half way through my cross country endorsement, and to me that was exactly what I needed to help me get my goal completed. I am now endorsed on the Tecnam P92-S Echo and have obtained my passenger endorsement, and I have ambitions to become an Air Traffic Controller, or a pilot for a small airline in the Whitsundays.

I recommend, on the highest level, that anyone doing their RA-Aus Pilot's Certificate apply for this scholarship and reach for the skies. I would like to say thanks to GoFly Aviation, and Caboolture Recreational Aviation, Recreational Aviation Australia and Airservices Australia, as this would not have been possible without any of their support, and of course my family who trust me every time I go up in the air."

## Giving Young Flyers Training Support GYFTS

"The CEO advises that the current restriction on applicants for a Student Pilot Certificate needing to be at least 14 years six months of age (i.e. 14.5 years old) is still in place. The matter will be reviewed as soon as possible and the members advised accordingly"

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# Flight instructor's forum



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## Professional Dress



**I can recall an image sent to me many years ago titled 'Our good looking and intelligent staff are here to assist you'.**

This image depicted a scruffy, unkempt and shabbily dressed bunch of blokes who gave the impression that any assistance given would be suspect. It was pure satire, of course, but it did get me thinking about the professional image we project as RA-Aus flight instructors.

### *"Just how important is our image?"*

Does it always show what a student would expect to see?

The way we dress may have a significant effect on the type of image we want to portray. However, the old adage 'that you can't judge a good book by its cover' sometimes applies to the RA-Aus flight instructor. Here are a few true examples of some types I have come across in the past.

The flight instructor who looked the part with a neat uniform and gold bars and shiny wings, and yet, when engaged in conversation, soon revealed he had a poor knowledge of aviation subjects and an even poorer understanding of instructing.

The flight instructor dressed in a pair of dirty jeans, a torn and grubby tee shirt and wearing a scuffed pair of sandshoes. Yet, when put to the test, turned out to be an excellent pilot and instructor.

One CFI I met was always wearing dirty track shoes, unwashed jeans and his shirt was never ironed. And yet, for some peculiar reason, he was wearing 4 gold bars and a pair of bright gilt wings. His flying school was a disgrace, with paper cups and soft drink bottles cluttering the place up, different parts of different briefings left on the whiteboard and student progress notes left lying around for anybody to read. As one could imagine, his aircraft was dirty both inside and out and certainly did not inspire confidence in its maintenance. I happen to know this particular CFI had very poor standards of instructing and only managed to retain some students because there was nowhere else for them to go.

Fortunately most RA-Aus flight instructors do dress sensibly, but some don't. So here are, a few guidelines for what may be acceptable to portray a professional image.

### A uniform

A uniform enhances the impression of professionalism for staff of a flying school. It can also be used in a large flying school to denote the hierarchy where one bar is an Instructor, two bars a Senior Instructor and

three bars the exalted rank of CFI, or whatever other system the flying school wants to use. A uniform will lose its intended impact if it is dirty and unkempt.

### A corporate uniform

This is usually slacks with a matching shirt and perhaps including an embroidered corporate logo.

The corporate uniform is mostly used by RA-Aus schools and serves the purpose of imparting a professional look without being overly ostentatious.

### Clean, neat and appropriate

The 'Aviation Instructor's Handbook', states that 'clean, neat and appropriate' is sufficient attire to impart a professional status.

Some flight instructors reading this may ask why it seems necessary to mention such trivialities. But there are some flight instructors out there who, by the way they dress, do not give students, other aviators or the general public, a good impression of the RA-Aus flight instructor.

A good professional image can also influence the way a flying school attracts and keeps students.

Of course, professionalism is more than the wardrobe of a flight instructor. This will be the subject of some future articles.

As usual, contributions and comments are invited from Instructors, pilots and students.



Email contributions to [guruavius@gmail.com](mailto:guruavius@gmail.com) or [editor@sportpilot.net.au](mailto:editor@sportpilot.net.au)

# Winner! Story of the month

Each month one letter to the editor will be chosen and the writer given a great prize. This month, Frank has won a selection of pilot clothing.

*"My first solo  
on Australia Day!  
How good is that?"*

Send in your stories and you can win too.  
Email [editor@sportpilot.net.au](mailto:editor@sportpilot.net.au)

## Old dogs, new tricks

by Frank

G'day folks, my name's Frank. I am a 56 year old boilermaker and a biker of 38 years. Last year in October, I turned to Heather and said "I'm not riding no more."

"Bull!" she said.

"No! I've had enough - I'm selling the Harley and getting me a pilot's certificate."

"\*#@%\$&?!##", she said.

I became a member of RA-Aus and Peninsula Aero Club, TYAAB Vic. My first flight was on November 29, 2010. I had a grin from ear to ear.

Meanwhile, my family members reckoned I was pulling their legs. But, I kept at it, and on January 26, 2011, Dave, my instructor, took command after landing, drove off the runway, and back to the the parking area. I must've done something wrong! He hopped out and looked at me with a grin and said "take her up for one circuit and come back safely."

My first solo on Australia Day!

How good is that? What did you do on that day? I went home a bit teary. After more flights I received my Pilots certificate on May 1. Yep, Mayday, of all days. Ironic, ain't it? I've only done one nav so far, because the weather ain't been too kind, but I'm still doing some solos, weather permitting.

We had our wings night a week ago - Pilot Achievement Awards. A fellow sitting next to me told me he would be starting doing circuits soon. He received the Most Persistent Award. His name is Wally and he's 84 years young. Old dogs can learn new tricks.



>>> Frank. First Solo



>>> "Ken, after a special moment"

## A special moment By Ken Charleson

I've always looked up at aircraft flying overhead and wished it was me. In the past I've been on a few introductory flights but have never continued on with my dream.

Last year, I got an introductory flight for a Christmas present which I really enjoyed. I decided this time to continue on with the courses. I am from Kerang and live and work on our dry land cropping farm. In January, 2011 there was a lot of water everywhere due to the floods, so I was able to take photos and video of the local area of this remarkable outcome of Mother Nature.

I completed my first solo on April 1. It was a thrilling, exciting and memorable moment. Taking off and landing independently. After approximately 30 hours flying experience I obtained my Restricted Certificate on September 25. This has been an unforgettable moment in my life. Being in my early 60's I didn't want to leave it to long to learn how to fly.

I went on my first flight the other day with my Restricted Certificate and it was a very special and proud moment for me. It is a wonderful and satisfying feeling being in the sky and being able to look down on my farm and local surrounds, including the beauty of our local lakes system. I am now looking forward to obtaining my Full Certificate and have my dream completely fulfilled.



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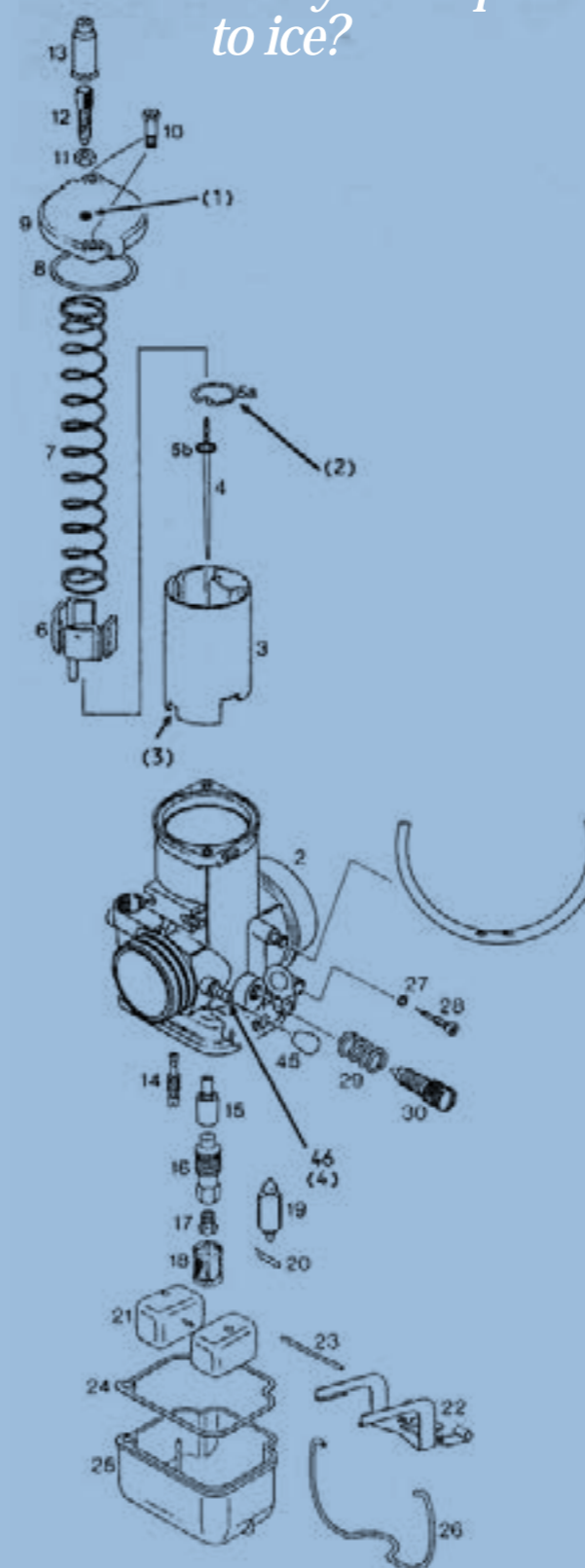
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# Bing SLIDE CARBURETTORS

By Arthur Marcel

*“Are they susceptible to ice?”*



The question then arises: what is happening on the inside? Is the engine likely to lose power because of ice forming inside the carburettors? Certainly, Rotax does not seem to think so, because the motors are not fitted with carburettor air heating systems.

Engine ice can be divided into three types. Firstly, icing may form upstream of a carburettor. This is usually called impact icing because it accumulates on air scoops and filters from already frozen sleet and snow. As a VFR pilot, engine icing would not be your main problem if you encountered these conditions.

Secondly, icing may form downstream of a carburettor. This is usually called manifold icing. With Rotax two-strokes, however, the first part of the manifold is smooth rubber and the rest is equally smooth metal, relatively short and straight. There are no corners or bumps for ice to stick to. Conductive engine heat would also have an effect to prevent icing in this area.

Thirdly, there is icing in a carburettor itself, which forms in the venturi as the air is cooled by decreasing pressure and (especially) vaporising fuel. However, like impact ice and manifold ice, carby ice needs an attachment point; it is unlikely it will form outwards from the smooth inner wall of the venturi. Butterfly valve carbies have obvious attachment points, but in slide carburettors (which are basically expandable venturi carburettors) like the Bing 54, the only possible attachment point is the thin, round jet needle (part number 4 in the diagram). One would think that not much ice would collect on that, especially as it moves up and down with the slide.

For many years (here in South East Queensland, at least), the Rotax two-stroke Bible has been the California Power Systems Manual. In Article 44, “Carb Ice: The Threat and the Theory” (CPS Manual 2010), author/CPS proprietor, Mike Stratman, says engine failure due to icing in a Bing slide carburettor is virtually unknown. He also quotes from “Aircraft Powerplants” by Bent/McKinley, a text he claims is recognised by the FAA, in which it is stated that “variable venturi and pressure injection carburettors are relatively free from carburettor icing troubles.”

In the US, there are many more Rotax two-stroke aircraft motors operating in conditions more conducive to engine icing than here in Australia. Consequently, Mike Stratman’s opinion carries a lot of weight with me. However, even though I fly an aircraft fitted with a Rotax two-stroke motor, I do not pretend to be an authority on the matter. I am particularly interested to hear from other pilots about their experiences.

We discussed the matter extensively in our club newsletter recently and, to date, only one pilot has told me he believes he experienced carby icing with a Rotax two-stroke. On that occasion, it didn’t stop the motor. Ian Walker from the Boonah Tigers was flying into Temora last year when he felt two small but distinct thumps from the 503 powering his Drifter. He wasn’t sure whether he had flown through some kind of turbulence or that the disturbance had been from the motor itself. He was, however, in company with another Drifter and, as it turned out, that aircraft displayed the same symptoms at the same time. Both pilots concluded that ice had probably collected on the jet needles of their carbies, had then broken off and gone into the motor. Ian remembers the conditions being conducive to icing.

Finally, it should be noted that Rotax (and Jabiru) four-stroke motors typically use Bing Type 64 CV (Constant Velocity) carburettors, which, although they have slides similar to the Type 54, also have butterfly throttle valves. These carbies are definitely susceptible to icing in the right conditions and are therefore usually fitted with carburettor air heating systems.

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Peter Harlow is CEO of Foxbat Australia

Following on from my article in the last issue of Sport Pilot, I have found over the last couple of months the world of 95.10 single-seat very light aircraft is a little different from that of LSA aircraft.

For a start, light weight is the main and, some would say the only, driving force in the design of these aircraft. However, light weight and strong strength have not, until recently, gone hand in hand. So the number of sub-300 kgs maximum take-off weight 3-axis aircraft has not been prolific. Remember this take-off weight includes the plane, the fuel, the pilot and anything else you want to carry.

Similarly, 2-stroke engines have been the norm. Their high power-to-weight ratios are needed, although they are a bit noisy and thirsty - and reputedly unreliable. In my early days I bought a 2-stroke powered ultralight and I recall vividly all the complex issues of exhaust tuning and weak-

## Half the price Twice the Fun?

ening mixtures with increasing altitude, leading to occasional holed pistons. And what felt like complete engine unreliability on every flight. I know 2-stroke engines are a lot better than they were 25+ years ago, but I still feel safer behind a 4-stroke.

So light weight, strength and 4-stroke power were uppermost in my mind as I searched for the right very light recreational single-seater.

I am a subscriber to bydanjohnson.com - one of the best light and very light aircraft resources on the internet. Dan has flown more aircraft types than I can even name and his site contains a wealth of information on these and many other aircraft. I often refer to his website to find information about Light Sport Aircraft (LSAs) but hadn't realised he also has a section dealing specifically with FAR Part 103 aircraft (roughly equivalent to our own 95.10 single seat certification).

In the US, Part 103 aircraft do not need to be registered and their pilots do not need any kind of licence to fly them...dream on, Australia. However, the aircraft do need to conform strictly to weight and speed limits. Over time, it became obvious that one particular aircraft was a stand-out: the Belite Aircraft 254 (254 pounds is the maximum empty weight under Part 103 - that's

just 115 kgs).

This little aeroplane, based on an older Skyfox Lite design, has been completely re-designed and brought into the 21st century using carbon fibre, high-strength aluminium and other modern materials. Most of all, Dan Johnson says it's a hoot to fly, as indeed do several US flying magazines. And a Belite aircraft won Grand Champion at Sun 'n Fun Florida in April 2011.

The one stumbling block (in my mind anyway) is that it uses a 2-stroke engine. After discussions with Belite factory owner, James Weibe, it turns out he is currently testing a 4-stroke engine, which has been used to power several other light weight aircraft types. I'm waiting with bated breath to hear the results of the flight testing. And that's the position at the end of October 2011.

A short post-script - a Belite aircraft recently featured in an episode of TV show 'Mythbusters'. It was used to test the story that a pilot repaired his aircraft with duct tape after it was nearly destroyed by a bear out in the middle of nowhere. Following the airing of the episode in the US, the Belite website crashed due to the number of hits. I think Mr James Weibe has a potential ripper on his hands. (No apologies for the pun).

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### Jabiru J170

Conditions: Light wind and turbulence. Instructional flight.

While conducting a sortie of touch and goes the student allowed the aircraft to float for a long distance during the landing. The aircraft touched down and the instructor applied heavy braking but was unable to stop the aircraft in the distance remaining. The aircraft skidded off the runway and the starboard wing struck a road sign adjacent to the strip. The crew was not injured but the aircraft sustained moderate damage.

### Gazelle CA25N

Conditions: Light wind and turbulence. Pilot experience: 51 hrs, 43 on type.

The pilot was carrying out a taxi run after setting the pitch on a new propeller. As he closed the throttle at approximately 40 kt the aircraft encountered a wind gust and became airborne. It then bounced several times before striking the ground in a nose down attitude. The nose wheel collapsed and the aircraft skidded for a short distance and then flipped inverted. The pilot suffered minor injuries and the aircraft was destroyed.

### Jabiru J160C

Engine: Jabiru 2200, 1600 hrs ttis.

While on crosswind after take off the engine lost power and the pilot attempted a downwind landing but had to change to another runway due to the strong downwind component. The aircraft struck a wire fence with its right main wheel, one wing then struck the ground and it came to rest on its nose with major damage to the propeller, cowling, left wing and cabin area. The pilot suffered minor bruising. No reason was given for the power loss.

### Aeroprakt A22 LS Foxbat

Conditions: Calm

Pilot experience: 121 hrs, 80 on type.

The aircraft was at an altitude of approximately 60 feet after take off when it rolled to the right and struck the ground. The pilot, who was at a loss to explain the accident, exited uninjured but the aircraft was written off.

### Flight Design MC

Airframe: 8 hrs ttis.

Pilot experience: 192 hrs, 6 on type.

The aircraft encountered sink approximately 2m above the ground while on final approach. The pilot applied full power but was unable to prevent the starboard main wheel from striking the ground. An inspection after landing revealed that the starboard undercarriage leg had delaminated.

### Sirius TL

Conditions: light wind and turbulence.

Pilot experience: 406 hrs, 22 on type.

As the aircraft touched down, the nose wheel contacted the runway before the main wheels. The pilot initiated a go round and landed the aircraft without further event. An inspection revealed that the nose gear leg was bent and the propeller had sustained damage to the tips of the blades.

### CZAW Sportcruiser

Conditions: Light wind, nil turbulence.

Airframe: 598 hrs ttis.

As the aircraft touched down on the last of a series of circuits the nose wheel contacted the runway, the aircraft bounced and the nose wheel collapsed. The aircraft came to rest with further damage to the cowl and propeller.

### Jabiru J160

Engine: Jabiru 2200, 369 hrs ttis.

The engine began to run roughly just after takeoff and an uneventful landing was carried out onto the runway. An inspection showed that two crankcase through bolts had failed.

## DEFECTS

### Sonex

Engine: Volkswagen. 550 hrs ttis, 6 since overhaul

While performing a full power static run up to investigate a lack of power from the engine, the crankshaft failed just behind the propeller hub. The propeller departed the aircraft and came to rest about 20m in front of it with no further damage or injury to crew.

### Jabiru 2200B

Engine: Jabiru 2200, 80 hrs tis after rebuild.

The engine was running very roughly at maximum power under load. The problem was caused by through bolts which had worked loose and allowed the crankcase to fret along the top joint.

### Tecnam P92

Airframe: 2003 hrs ttis.

During an inspection it was found that tubes on both sides of the fuselage were cracked. Operations on rough runways may have caused the problem but a 50 hour inspection of the area has been recommended.





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Rotax 912 ULS. 3 years old. 285 hours airframe and engine. Regular maintenance by qualified LAME. Warp Drive propeller. Fuel flow meter. XCOM radio/intercom. COMMANT antenna. Original slat-wing for true STOL performance - 26 knot stall. MOGAS used for last 240 hours exclusively. Always hangar stored. Good condition. Reluctant sale. \$64,000 Ph 0417 141 542 Kym

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### 2578 THRUSTER T300



1994 model T/T 351 Rotax 582 good condition \$15,500 Phone Brad 0449 798 809

### 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. \$118,000 + GST. Phone 0411 471 273 for more details.

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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](http://www.ultralightnews.com/antulbg/b1rd_ultralight.htm). Original Cuyuna 30Hp plus spare Rotax 503. \$5,000 John 0427 757 922

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Sonera 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, \$31,000 ono, Call Matthew 0408 682 080.

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Formerly VH-ULH. Continental A65-8 rebuilt 200 hours ago. Total time airframe 900 hours. Dual controls, split flaps, very low stall speed. Much enjoyed over the last 3 years. Must go to make room for new aircraft under construction. \$22,000 ono. Contact Tim 0418 433 665 or email tim-cau@tpg.com.au

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**2649 SKYFOX CA21 55-0622**



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**2663 AERO PUP 19-7096**



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

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**2719 CESSNA 150F**



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**2723 SAVANNAH VG 19-4184**



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**2734 LIGHTWING GR 582 25-0380**



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**2739 CTSW 24-4500**



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**2741 AZTEC ZEPHYR 19-3294**



1999 Factory built. Powered by Rotax 912s,

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100hp. Approx 440hrs. New prop & slipper clutch. Includes Icom 2000 VHF radio, Delcom intercom, Garman 1396 GPS, fuel miser & autopilot. Excellent condition. Hangarage available- free rent for first 12 months. \$55,000 Contact John Grosser 0408 751 888.

**2743 LIGHTWING 912S**



100hp, 1629hrs TTIS, factory built and in very good condition. Owned & maintained by an L2, not used for training. Full maintenance history & manuals available. This is a very tidy well sorted aircraft that flies exceptionally well. \$45,000. Ph. 0419 132 777.

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Airframe 3000hr engine new Jabiru factory reconditioned. All AD and service bulletins up to date L2 maintained basic panel Great value aircraft only \$50,000 obo Glenn 0419 933 505 [hawser@inet.net.au](mailto:hawser@inet.net.au)

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**2750 JABIRU SP-6 19-3485**



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**2752 FOXBAT A22 24-4239**



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**2753 X-AIR 19-3367**



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**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.

**2756 JABIRU SP UL 19-4319**



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**2757 SAPPHIRE 95-10. 10-0293**



Rotax 377 engine, three blade IVO prop. Great little aircraft.Plus spare 447 Rotax engine and enclosed trailer. All registered. Located at the Oaks Sydney. \$12,000. Ph Errol 02 9878 4877. Also BD-5 parts.

**2758 JABIRU KIT J200/400**



New approx 50-60% complete. Easier final stages to finish. Motor in, Doors, Tail on, On its wheels. Needs wings, paint, fit-out and flight instruments to your requirements. Work commitments have taken my spare time. All there to get flying. Quick sale \$62,000. Tottenham NSW. Ph. 02 6893 3822 or 0428 933 822.

**2759 HANGAR SPACE**

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**2760 JABIRU J230C**



Factory built, Natfly 2008 winner, 24-4937. Excellent condition, Flies "Hands Off". Always hangared, TT414hrs, Microair radio, transponder, Fuelscan 450 (couples to GPS), Low fuel light, new battery, dual stobes, heater, 10ply tyres. Serviced every 20hrs. Many extras. Ph 0418 930 100. \$81,000 inc.GST

**2761 DRIFTER 55-1923**



Excellent condition, always hangared near Geelong. New Rotax 582 motor, hardly used. Icom Radio, intercom system and 2 helmets. \$23,000. Ph. 0407 841 616

**2762 SUPAPUP MK IV 19-7514**



Single seat. Excellent condition. Originally VH registered. New Jabiru 2200 & new Jabiru

prop fitted last year and have done only 32 hours. Aircraft has only 99 hours total time RA-AUS registered until July 2012. All work since I have owned the aircraft has been undertaken by LAME. Matco hydraulic disc brakes, cargo compartment, really good panel including artificial horizon, 56 litre wing tanks, Microair radio, Hobbs metre and polyfiber covering. A larger oil cooler has been fitted. This Supapup cruises at 90kts and climbs at 1250 fpm. Burns 14 lph. Included is a custom made, Qld registered trailer. Aircraft can be viewed near Esk, Qld. \$32,500. Ian 0417 899 524

**2763 XAIR 2.2 19-3420**



Motor has just had a top end overhaul. Ultralam Skins replaced 2yrs ago. Reliable fun plane. Cruise at 70kts burning 14 ltr/hr. Hangared at Cessnock. \$24,000 Sheree 02 4390 0005 or 0408 680 543

**2764 RANS STINGER S17 10-7944**



Brand new (8 hours engine and airframe), Rotax 503 DCDI oil injected, dual wing tanks 55L, flies sweetly cruise 55 knots, stall 26 knots, ASI, Altimeter, RPM, dual EGC & CHT Price \$15,000, call Rick on 0431914652 or email mothard@yahoo.com

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**readers' story**

**Dreamtime Flying  
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**An indigenous Australian, proud of his heritage and trying to make it in the competitive aviation industry as the world's first aboriginal Australian aircraft manufacturer and business owner.**

I began flying after a personal tragedy several years ago, as a means of regaining focus. I came across Bushcaddy aircraft while trying to establish a framework for a youth project. The intention of the project was to help young Indigenous people gain related employment after the completion of the course. Providing opportunities for disadvantaged young people to get into grass roots aviation and learn the skills of building and flying.

Like a lot of great ideas, this did not get the support of the Government and was never able to progress. It was deemed to be 'too different' - although, of course, that was the point. Such is life.

While researching the project, I met the previous owners of Bushcaddy. Then in their mid 60's, it was clear they were ready to retire. The world economic situation had prevented the sale of the company and they faced the prospect of 17 years of hard work culminating in the end for the rugged range of aircraft.

To cut a long story short, in September 2010, I took the opportunity and purchased the business and, together with my Bulldog named Smudge, I headed for Montreal Quebec, taking on the challenge of manufacturing, marketing, development and sales in this very competitive industry.

The Bushcaddy range, now in its 18th year, is a very rugged series of models ranging from the R80 LSA with its kit option through the R120, L160, L162 and the 4 seat L164 also available as kits. All having evolved in the rugged Canadian wilderness as recreational, hunting and utility aircraft, they are now in many countries across the world from Canada, USA, France, New Zealand, and, of course, Australia.

All models are capable of any choice of landing configuration from floats and skis, to tail dragger and tricycle undercarriage. The R80 can also be changed from tail dragger to tricycle in less than an hour with its optional voyager package.

Bushcaddy is well suited to the Australian environment and with its ability to use a variety of available engines, is an economical and reliable replacement for many aging aircraft across The R80 and R120 are the platforms for the range and are the most popular, because they can use many of the smaller engines on the market, such as the Rotax 912, the Australian made, Jabiru 3300 and the Rotec radial, as well as many other alternatives.



Perfect for recreational use and, in the LSA version, a very reliable and forgiving trainer. With the doors off, the R80 is the perfect mustering vehicle.

The L160 is essentially a longer wing version of the R120 and has the same cabin, but a higher payload.

The L162 and L164 big boys are the real workhorses in the fleet, with massive payloads of 2650lb.

Everyday is a school day for me - the learning never stops. As the Bushcaddy has an excellent reputation in North America and the owners of these aircraft are so passionate about the brand and the ability of the range, it's my job to keep the customers as happy and as informed as I possibly can.

I look forward to seeing many more Bushcaddies in Australia. My son, Tristan, in Brisbane and a Bushcaddy owner, Dave Elrick, in Townsville are also Bushcaddy reps.

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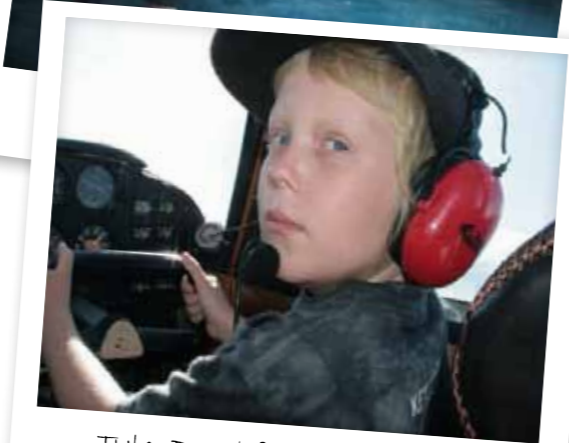
by Halden Boyd

Tyler Boyd from Evans Head has been flying since he was 18 months old, sitting on dad's lap watching the world fly by. The plucky 13 year old commenced his RA-Aus and GA training when he was 11, and has 10 hours flying training to his credit on his way to become a commercial pilot.

*"I really love flying and it is heaps of fun", Tyler beams, and I want to eventually fly passenger planes when I finish my commercial licence".*

Tyler is a student RA-Aus and GA pilot and it is difficult to get him out of a seat of any aircraft. He also has 2500 Microsoft FSX hours under his belt. He and friends have started an online flying group. He also runs a Virtual Flying School annually for budding young pilots, and has an extensive collection of flight videos at his Youtube site under the callsign tylerboyd11.

Aviation runs in Tyler's family. His dad Halden is a GA pilot, his grandfather was a LAME with the Royal Australian Navy Fleet Air Arm, and his Great Uncle was a WW2 pilot in Australia and Europe. Tyler has also just joined RAAF Air Cadets 326 Flight at Lismore.



Tyler Boyd from Evans Head

*"Flying is in my blood and I just love it so much".*



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](mailto:editor@sportpilot.net.au)

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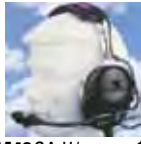
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