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AUGUST 2011 - VOLUME 3 (7)

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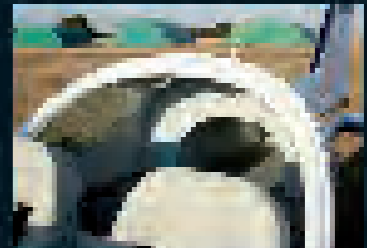
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Get Involved! Have Your Say! Send in stories, articles letters and photographs. Let everyone know what your club/school/group is up to. Make sure we all know when your fly-in is coming up. And don't forget to send us photos of the big day. All contributions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

## WHAT IS RA-AUS?

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

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

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

## WHERE DO I START?

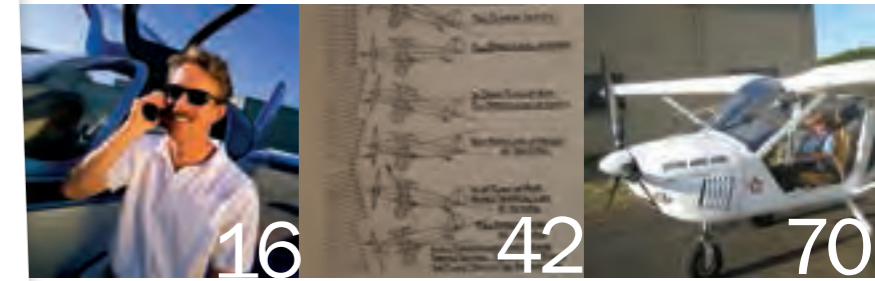
Call RA-Aus head office in Fyshwick in Canberra. The staff can help by telling you what's required and pointing you in the direction of the nearest flying school or club to where you live. Or you can call one of the board members listed here, who represent different Australian regions. They can answer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

## FINDING THE CLUB NEAREST YOU

Email ops3@raa.asn.au



>> Cover Image photographed by Bruce Vickers



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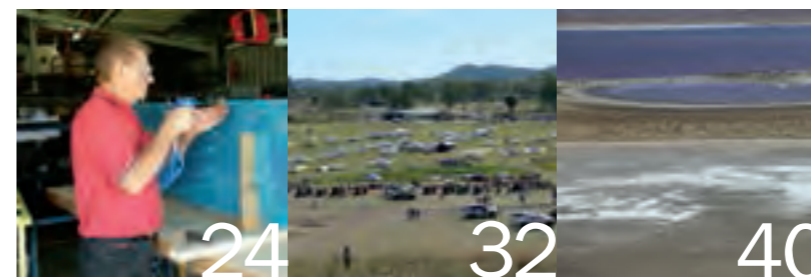
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# President's Report

Eugene Reid



I HAVE just been reminded that in the last four and a half years we have doubled our membership and are only 22 short of doubling our flying schools. Growing from 5,000 to in excess of 10,000 members and 96 to 170 + schools is a major achievement.

This reminder has come from our Operations Manager Mick Poole's resignation. During his time with us there has been major changes not only to our numbers but also our operations. Mick started with us in December 2006 as the Assistant Operations Manager and in a very short time with Lee Ungeremann moving up to CEO Mick was Operations Manager. He had an enormous amount of work to do with the growth in the number of flying schools and pilots, seven day weeks were far from unusual, some were planned during interstate flight training facility inspections, many unplanned due to accident in-

vestigations.

As the organisation grew, we eventually needed two Operations Managers one in the north and one in the south. Unlike a number of years before this when Paul Middleton was both CEO and Operations Manager, we soon needed another person working sometimes seven days a week. We are at an in-between size at the moment with an office in Canberra and two Operations Managers, we need more Operations managers and staff, but this will only come with more growth. Mick has had a very hard position to fill, not only in the amount of time taken with the growth in numbers. There have also been changes in aircraft types, meaning new endorsements, exams, procedures and accident investigation training.

Mick has said that the Recreational Aviation part of his 27 year aviation career has been some of his best years. This is great to hear as we

worked him so hard.

As President, and on behalf of all members, and staff I thank Mick for the time that he has spent with us and wish him all the best in his future aviation career.

I don't think that our Assistant Operations Manager, Zane Tully, thought that he would lose his manager so quickly. Zane has performed very capably since he started with us and I expect will be looking forward to whatever work and changes are caused by the Operation Manager's resignation.

You will see elsewhere in the magazine an advertisement for expressions of interest for a position in the Operations area of RA-Aus, preferably based in Victoria. Operations Manager either assistant, in charge or North or South is a lot of work, but if you love aviation and think that you have the ability, find the add and apply.

## Issues Resulting from the Meeting of Members at Natfly 2011

THE President has asked for the following to be placed in a prominent position in the magazine as a response to communication between the board and RA-Aus member, Geoff Kidd.

Mr Kidd,

Thank you for your communication re the events at the meeting of members at NATFLY 2011.

I have been asked to reply to your e-mail as I am impartial and was present at the meeting. So I am

aware of what was said. I was also the minute taker at the meeting.

The unfortunate misunderstanding re your membership status. The President was part of a group of people discussing the topics of the meeting earlier in the day, when someone mentioned that you were not a member. It is unclear as to who mentioned this, so unfortunately action cannot be taken.

The President did not ask you to leave, but rather stated that, if this information was correct, you should not be at the meeting. I can assure you that it was by no means a deliberate ploy by any board member to attempt to discredit you. And it was not an attempt

to cloud or degrade the consideration of your agenda items at the meeting. We take every question seriously.

However, while we retain the right to verify member's details, it is agreed the way this was handled at the time was inappropriate and the verification of your details should have been conducted prior to the member's meeting and in private.

**- Steve Runciman, North Queensland Members Representative and Treasurer**

*The President retracts his statement of Mr Kidd's membership validity and apologises for any inconvenience this may have caused him.*



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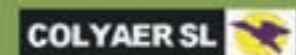
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## calendar of events

### Wide Bay Australia International Airshow

19-21 August

The Airshow rediscovers the performance of the barnstorming days. Three days of aviation excellence, showcasing Australia's leading performing pilots, vintage aircraft and aerobatic displays. Keep this weekend free, so you can come and be entertained. For more information [www.widebayairshow.com](http://www.widebayairshow.com).

### Betoota Races, in far west Qld

26-27 August

A family oriented country race meeting. Friday night dance. 6 event race meeting Saturday. Charity auction. Meals and refreshments including breakfast until Sunday. Camping only, hot and cold showers available on course. For more information Bev & Geoff Morton (07) 4656 3250.

### Festival Of Flight

27-28 August

Caboolture, QLD. Please note the venue change this year. For more information: Craig Justo 0407 740 734 or visit <http://www.qvag.com.au>

### Wings Over Warwick

10 September



Queensland Recreational Aircraft Assn incorporating Warwick Aero Club ([www.qraa.info](http://www.qraa.info)) invites all pilots and enthusiasts to Warwick Aerodrome (YWCK) - 1600m, all bitumen, no landing fees. ([www.warwickaerodrome.com](http://www.warwickaerodrome.com)) All aircraft welcome. Bbq with hot and cold drinks from 8.00 am. Avgas available. Fundraising for Royal Flying Doctor Service.

For more information Kelvin Hutchinson 0407 733 836, Phil Goynne 07 4666 1676 or Graham Hawthorne 0427 377 603.

### Horsham Aero Club Rescheduled Fly - In and 50th club anniversary celebrations

22-23 October

Camping available under wing. Food available Saturday. 50th anniversary celebrations and hangar dinner Saturday night. Breakfast Sunday. Ph Garry Jelly 0408 519 956, John Barber 0427 810 236.

### AAAA Tiger-Moth 80th anniversary fly-in

29-30 October

Leeton Aviator's Club. Contact Bob Rankin 0427 552 846.

### 5th Catalina Festival

5 November

10am - 4pm. Ex-RAAF Flying Boat Base, Rathmines, Lake Macquarie, NSW. Float Planes, Flying Boats, Amphibian. Goal is to erect a Commemorative Museum saluting the base's gallant Airmen of World War 2 and to display the Catalina Flying Memorial. All welcome. Contact: Bill Hitchcock 0438 448 115 [wildbill@bravo.net.au](mailto:wildbill@bravo.net.au), Mike Usher [mikeandlyn3@bigpond.com](mailto:mikeandlyn3@bigpond.com)




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## Something to say?

Email editor@sportpilot.net.au

### August star letter

## \* In favour of free, fair and full disclosure

I AM pleased with the tone of the new magazine, particularly the way in which member contributions are sought. So I am quietly hopeful that now, in the new format, we have a genuine philosophical flagship for the association, one representing all points of view.

For my first contribution, I want to raise a very important matter for RA-Aus aircraft owners and pilots. This is the matter of full disclosure. I edit a newsletter for my local club. In so doing, I probably have more information coming my way than most people. Twice in the past two years, I have been told disappointing stories about people who bought an aircraft only to find out later they had been told far less than the whole truth at the time of purchase.

Some people might think this should be simply an exercise in the principle of buyer beware. But I disagree. Selling an aeroplane is not like selling other stuff. In one of these instances, the seller sold an aircraft so badly repaired after a forced landing it was potentially dangerous.

As pilots, we spend part of our lives in

an environment we are not naturally accustomed to. We rely on sophisticated systems and elaborate equipment, but mostly on shared knowledge, and safely indulge our common passion. If there is one underlying, sacrosanct principle upon which aviation safety has come to depend, it is the principle of full disclosure.

Ultimately, it's a matter of self-respect. Why trade your integrity for a few lousy dollars? There is more to being a pilot than simply knowing how to fly. We are part of a fraternity which goes back more than a century. Pilots shouldn't cheat their brothers. We should give each other the full story. And that doesn't mean hoping the wrong questions aren't asked or the log book won't be too carefully examined. It means telling any potential buyer everything they need to be told. That should be everything you would want to be told if you were in the same situation.

- Arthur Marcel

**Ed - And another point here to remember, Arthur. The seller could leave also themselves open to expensive legal action if the buyer can prove they knew of a potential defect and said nothing. Also, an Aircraft Condition Report must be completed by a level 2 each time an aircraft is sold. See RA-Aus technical manual for details.**

## On Happy Landings

I WAS so thrilled to see the article (May/June Sport Pilot Happy Landings) on Chris Thomson taking his daughter flying.

Back in the last century, I handed out scores of Drifter and Quicksilver learn-to-fly scholarships to young people at high schools and universities. I loved the work and met kids from all over Australia. I canvassed Queensland Premier, Sir Joh, a pilot, and top Air Force brass for them to give scholarships, so the kids could say they had received the "Wing Commander ..." or the "Joe Bjelke" scholarship to learn to fly. We usually ran two-week camps at Denilquin or Tocumwal, where kids could get their licences in two full holiday school camps. They went for it from daylight to dusk. We all loved it.

More recently, I suggested the University of Southern Queensland, Multi-Cultural Centre do a similar thing. We ran three camps, one at Gatton and two at Clifton. We are always asking the University for help in finding funds to run more, but money is tighter these days.

I have just applied to the Commonwealth Government for \$50,000 through the Uni for Youth Sports development.

Some of the kids I started in flying are now airline pilots. Four of my own children are pilots, one is a chopper pilot, another a regional airlines pilot and two are recreational pilots.

- David Ament



The same reduced flap technique can be used for tail-draggers but for different reasons. In a tail-dragger, you have the option of approaching fast, driving the mains on and making them stick regardless of flap setting. However, the problem in a tail-dragger is lowering the tail, which, with full flap extended, might cause you to inadvertently commit aviation again. And could lead soon afterwards to the committing of agriculture.

## On Crosswind landings

I WOULD like to offer my two bits worth regarding William Lane's comments on crosswind landings.

I feel it is important to point out there is no catch-all technique which applies to all aircraft. Mr Lane's suggestions may indeed work with some aircraft in some conditions, but every aircraft and every day is different. I have flown many times where a full flap landing was simply not possible (at least, if I wanted re-use the aeroplane).

Firstly, the nose wheel is not for landing. It's there to stop the prop hitting the ground when parked and taxiing. And sometimes to assist steering. Trying to push a tricycle geared aircraft nose wheel onto the ground is a recipe for disaster. The main wheels must touch down first. The main landing gear is the strongest, so it can soak up impact forces and side loads. With the main wheels on the ground the aircraft is stable. Only then can you lower the nose and thereby reduce the lift so the aircraft will stay on the ground.

I have always tried to encourage my students by insisting there is nothing wrong with a firm landing. The objective is a reliable transition from flight to ground: flying one second, rolling the next. If it happens to be a greaser, well and good, but what you must avoid is a skipping, bouncing, wallowing, porpoising, landing.

In a cross wind, whether you like a crabbing or a slipping approach is up to you. I prefer crabbing because my leg does not get so tired. But a cross wind touchdown will require sustained control inputs: rudder to straighten it up, aileron to stop the drift - the more cross wind, the more sustained rudder and aileron. Eventually, as the cross wind gets worse, you will simply run out of rudder and/or aileron. At this point you must consider other options.

If we increase the approach speed, we will by necessity, have to decrease pitch attitude. Then we run the risk of not being able to get the mains on first. To be flying one second and rolling the next, the mains must touch down first which can only be done at a higher approach speed with a little less flap or even none at all.

Somebody is bound to point out airliners do not use reduced flap. Indeed, a reduced flap landing is a minor emergency (I've done several) but consider: a 20kt cross wind for a Drifter approaching at a brisk jogging pace is going to be a real hand full. A 20kt cross wind in a 757 at 140kts is barely noticeable.

I'm sure this debate has gone on and will continue to go on for years. But for myself, in a nasty cross wind, a reduced flap landing, considering equipment, surface and conditions, is one of my preferred options.

- James Gresham



## The three rules for a smooth landing

IT'S not the best way to go with new pilots to make them think anything in flying has only one answer. What we need to teach is that pilots need to build several skills and for them to understand when and why each will work or not. The landing skill is the biggest of all and hardest to master.

William Lanes' approach (May / June Sport Pilot) is closest to the mark for landings in GA and aircraft with heavier weights and higher stall speeds. And, it will work well most of the time with consistent wind conditions. But it won't work if the wind is strong and gusting, especially in a lightweight recreational aircraft.

Some of these aircraft have a full flap stall speed of 25 to 30kts and will fly below these speeds in ground effect - very dangerous if a gust pops you up in the air when you're slow.

The reasons why you can use less than full flap with cross winds, stronger winds and gusts are pretty obvious in these conditions: the ground speed is slower due to the wind component (good for control on the ground) and the stall speed is higher, making for a more positive arrival (not just floating along in the gusts). The

trick is to do the touchdown and stall the wing at the same time.

The nose wheel landing (wheelbarrow) is the main problem. This is why I don't like a full flap, slow speed configuration with extra speed added for the wind, the kids and the wife, as the saying goes. This defeats the purpose of the slow speed approach and sets you up for a big wheelbarrow or ballooning.

Never put the nose wheel down until the ground speed is so slow, the elevator won't hold it up.

Land flapless if you think the situation warrants it. Lots of people do it, because they fly aircraft which don't have flaps.

There is also no substitute for practice. And remember, there are three simple rules to making a smooth landing. Unfortunately no one knows exactly what they are.

**Professor Avius responds - Jim is quite correct in stating that one size does not fit all. I certainly encourage pilots to think through and then practice the technique which works best for them. It is, however, incumbent on us as instructors to offer guidance based on sound principles and our experience.**

**Jim states that less flap in stronger winds produces a slower ground speed and that that is good. But it's even better if full flap is used. The full flap produces**

**an even lower ground speed and the lower stall speed enables a shorter float period where a gusty crosswind can adversely affect the aircraft.**

**A slightly higher approach speed in extreme conditions takes into account the wind gusts, particularly where a sudden decrease in wind will cause a decrease in airspeed and a corresponding decrease in lift.**

## Reader suggestions

IN RA-Aus monthly magazine recent editions:

a. The "Letter to the Editor" column was missing, of which I understand to be the result of no one writing a letter to the Editor. I would like to encourage the members to put finger to keyboard, tap one out and send it to editor@sportpilot.net.au

b. The CASA "Flight Safety Australia" Magazine notice was also missing. This notice is very dear to me as it was my suggestion to the editor many years ago. Could you please include the notice in every future edition? This may sound a little self-centred, but the CASA FSA mag is a great source of flying information. Not much in life is free, but the FSA mag is. Contact CASA to get your copy.

I would like to suggest the editor runs a Q&A

## \* GREAT PRIZE \* Letters to the editor

Each month the editor chooses one of the Letters to the Editor to win a great prize.

This edition, the Star letter writer will receive some great RA-Aus pilot gear.

## Got something to say?

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

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quiz type column in the magazine. Similar to the popular "AVQUIZ" page in the CASA FSA mag but with a much broader subject base and targeted at RA-Aus pilots.

A combination of various subjects: Ops Manual / Flight Theory / Maintenance / Technical / Airmanship / RA-Aus Admin / Flying Funnies.

And while I have everyone's eyes and ears, I would like to thank the RA-Aus Board members and staff for all their time, effort and hard work. Without their diligence and assistance, I could not do what I love so much - flying.

**- Sean O'Driscoll  
Caboolture**

**Ed - Thanks Sean. Will advise re the FSA notice. But first question in the RA-Aus magazine quiz. Which member wants to volunteer to put together 10 questions an edition for us? Must be thorough and obviously have a thick skin. Email editor@sportpilot.net.au.**

### A loss of friends

I REGULARLY fly a Jabiru out of The Oaks south of Sydney. Some months ago, I read in the Recreational Flying (now Sport Pilot) magazine an

advertisement for the Cooma Flying School, mentioning there were Jabirus available. So I thought it would give me the opportunity to fly in a different and beautiful location.

As a result, I made a booking with a pilot named Martin Hughes for 10 am at Jindabyne to have a check flight on a Jabiru prior to going solo. My partner and I took a holiday in the Snowy Mountains to fit in with this date. On the evening before, Martin rang to say he had been called away, but that Richard Holgate would meet me instead for the flight the next day. However, early the following morning, a perfect flying day, Richard rang me to say he first had to do a flight in a seaplane. He changed our appointment from 10 am at Jindabyne to 1 pm at Cooma. When my partner and I arrived at Cooma, the head pilot Mike Apps told us a seaplane had crashed into Lake Jindabyne. A short time later, the shocking news came through that it was Richard and SeaRey distributor, Peter Frith. It caused us all great distress. It is extremely sad, especially as Richard was the father of a young family.

**- Norman Nicholls**

**Ed - The news of Peter and Richard's deaths also hit Sport Pilot magazine hard. We have gathered reaction from other RA-Aus members elsewhere in this edition. See page 15.**

### EXPRESSIONS OF INTEREST Position in the Operations Area of RA-Aus

The successful applicant will ideally be based in Victoria and will be called upon to travel frequently.

Applicants must have qualifications suitable to carry out the duties and responsibilities specified in Section 1.02 of the RA-Aus Operations Manual and, as a minimum, hold an RA-Aus Senior Instructor Rating (Group A).

Well developed report writing skills are essential, as are leadership skills. The suc-

cessful applicant must also be able to work under pressure and maintain a disciplined rapport with the aviation industry and CASA.

If the above broad position description is attractive to you, please apply in writing to: CEO Recreational Aviation Australia Inc. PO BOX 1265, Fyshwick, ACT 2609 by 12 August 2011.

Short listed applicants will be interviewed in Canberra shortly after the above closing date.

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## Mick Poole's final homily to RA-Aus

IN December 2006 I came on board with RA-Aus as the Assistant Operations Manager, four years and seven months later I am thinking... wow... what a ride.

In 1982 I left school to take on an apprenticeship as an aircraft engineer with a small GA maintenance company at Essendon Airport in Victoria. I completed this apprenticeship with Gippsland Aeronautics in the Latrobe Valley in Victoria.

I have worked in the aviation industry in various locations in Victoria, NSW, and the ACT for over 27 years, and I believe some of the best years have been the last few years with RA-Aus.

In December 2006 when I joined RA-Aus we had 96 Flight Training Facilities and approximately 5000 members. As of July this year we have 170+ Flight Training Facilities and over 10,000 members, twice the size in just over four years. In my time with RA-Aus we have seen the introduction of LSA new endorsements, new exams, human factors training and a wealth of other operational changes that are not seen by the average member. We have introduced Accident Investigator Training and have trained over 40

investigators in the past 3 years. We have introduced new auditing processes for Flight Training Facilities to ensure that we are meeting both RA-Aus and regulatory requirements, and we have seen the introduction of mandatory Safety Management Systems into our organisation.

I think the biggest thing that I have seen change in the past few years is a cultural change both internally and externally with respect to RA-Aus. Our operations, processes and how we are seen from the industry as a whole have changed for the better. From this, what I do firmly believe in is that RA-Aus has been and will be an industry leader in the field of sport and recreational flying in our country.

I am very glad to have been a part of that and have been proud to be part of the team that has brought RA-Aus to where it is today. There is lots more to be achieved and I am

sure there will be plenty more hurdles to jump to get there. I believe with a united membership and the right people leading the way RA-Aus has a very bright future ahead.

I leave RA-Aus to move into a role I hope will assist not only RA-Aus, but sport and recreational aviation as a whole in Australia. I will particularly miss the staff that I have worked with over the past few years. They work tirelessly to assist our members and I have thoroughly enjoyed working with them. I have made many friends (and only a few enemies) whilst I have been Operations Manager, and I will look forward to retaining my membership and instructor ratings with RA-Aus for many more years to come.

I will not be a stranger and I look forward to seeing you all around the various airfields and flying events around the country in the future. It's been a pleasure.

**- Mick Poole**



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## Parakai Airfield - a recent flying visit to New Zealand



**WARWICK PARKINSON** got to fly in New Zealand at an airfield just north of Auckland at a place named Parakai.

This may be of interest to members who might want to fly in New Zealand and need to know how to go about becoming certified there with minimal fuss and maximum efficiency.

I flew dual with their Area Training Officer, Harvey Lockie, who certified me (after carrying out virtually a BFR competency check flight) to fly in New Zealand for 30 days flying solo and taking passengers anywhere in New Zealand. Harvey is an easy going stress free instructor to fly with, who is extremely competent and misses little.

Simon Lockie, also a pilot with a Microlight Instructor rating, runs admin and is extremely helpful with arranging bookings. Simon's brother, Bryn, is also a pilot with a Microlight Instructor rating along and is one of the two on site LAME's. Quite a family unit. They make visitors very welcome.

Later, I flew 2.3 hours in a Tecnam P 92 Echo heading off up the Kaipara harbour - stunning scenery. Over to the east coast is Whangarei with the "Hen and Chickens Islands" out to sea from the Marsden Point Oil Refinery. Those are not the only places one can visit. By getting local knowledge from friendly folks there, you'd be equipped to fly almost anywhere in New Zealand, should you have the funds and want to fly for no more than 30 days. You can be issued with a 30 day temporary New Zealand Pilot Certificate based on your competency and experience and after undergoing a dual check flight with a certifying officer as I did.

Charts/maps etc are easy to follow. Radio calls and frequencies are close

to our own. Our usage of the area place name at the beginning and end of our transmissions/radio calls was noted there. The only perceived difference was that they use MBZs whereas we use CTAFs. An interesting aside was the installed "Collision Avoidance System" fitted to the aircraft I was flying.

The aircraft are also equipped with lifejackets (in New Zealand you're always close to the sea) You secure them around your waist where they don't get in your way, but when needed can be just ripped out of the pouch and over your head ready to inflate once you are out of the aircraft. Very ingenious. Oh, each aircraft has an onboard EPIRB.

The Clubhouse setup at Parakai Airfield is magnificent. There are coffee and tea making facilities (honesty box system) in a big kitchen, big lounge, large deck with out door tables with full view of airfield and runway activities. Besides the reception office area, there is a spacious and well lit briefing room along with many many reference books.

The area also has geothermal pools and a good motel in nearby Central Helensville (Malolo House - email malolo@xtra.co.nz or www.helensville.co.nz) for anyone who might want to make a holiday up that way, while having a fly. They operate Tecnam aircraft as well as GA, from a sealed strip.

Harvey asked me if I would be kind enough to give their airfield a "plug" with RA-Aus pilots who might be considering visiting Auckland - and that flying schools and syndicates might be interested in using their free Flybook system - www.FlyBook.co.nz

The airfield has its own website www.ParakaiAirfield.co.nz

The flying school, Fly West, has the website www.FlyWest.co.nz.

### RA AUS members pay tribute to Peter Frith and Richard Holgate who died in an accident on Lake Jindabyne in June.

I ONLY knew Peter as a fellow Recreational Flying for-mite. We enjoyed conversational banter many times, over the past three years or so. From conversations and info sharing on many topics, I drew a respectful and fond picture of what I imagined Peter to be like, as a person.

I supported him in his like for the imported Petrels, and I still believe he was on the right track there. I can also see from the condition and finish on the Drifter in the photo, that Peter certainly knew how to maintain his aircraft. As an 11 year Drifter owner myself, I know the level of effort it takes to keep an aircraft in that condition.

I will regret never having met Peter personally...My deepest condolences to his family and close friends.

- Maj



RICHARD Holgate wore many hats, and excelled at everything he did. To the pilots and students at Cooma's Snowy Aviation flying school he was a skilful pilot, gifted instructor and kind mentor as well as a good friend.

His particular flying passion was seaplanes and floatplanes and he set up floatplane training from Lake Jindabyne this year, using the Foxbat on floats in the picture. As always he was meticulously careful and spent months getting used to this particular aircraft before exercising his instructor's rating and sharing with students the delights of water landings.

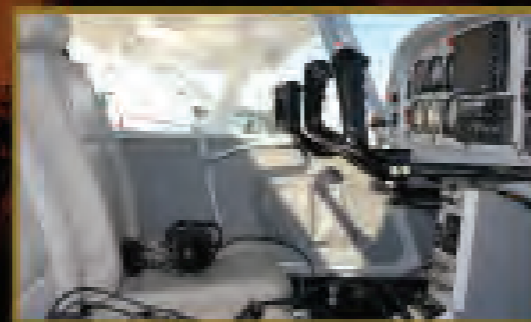
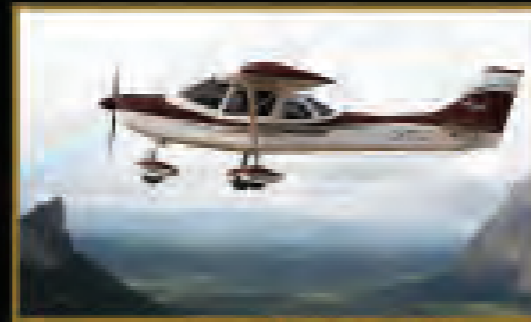
Sadly, while flying on a demonstration flight with the owner in a Super Petrel amphibious ultralight that he was considering buying for the flying school, he lost his life at his favourite Lake Jindabyne in June 2011.

He will be sadly missed and remembered very fondly by all here in Cooma and Jindabyne.

- Michael Apps



>> Top, Peter Frith in the Drifter and above, Richard Holgate in the Foxbat on floats



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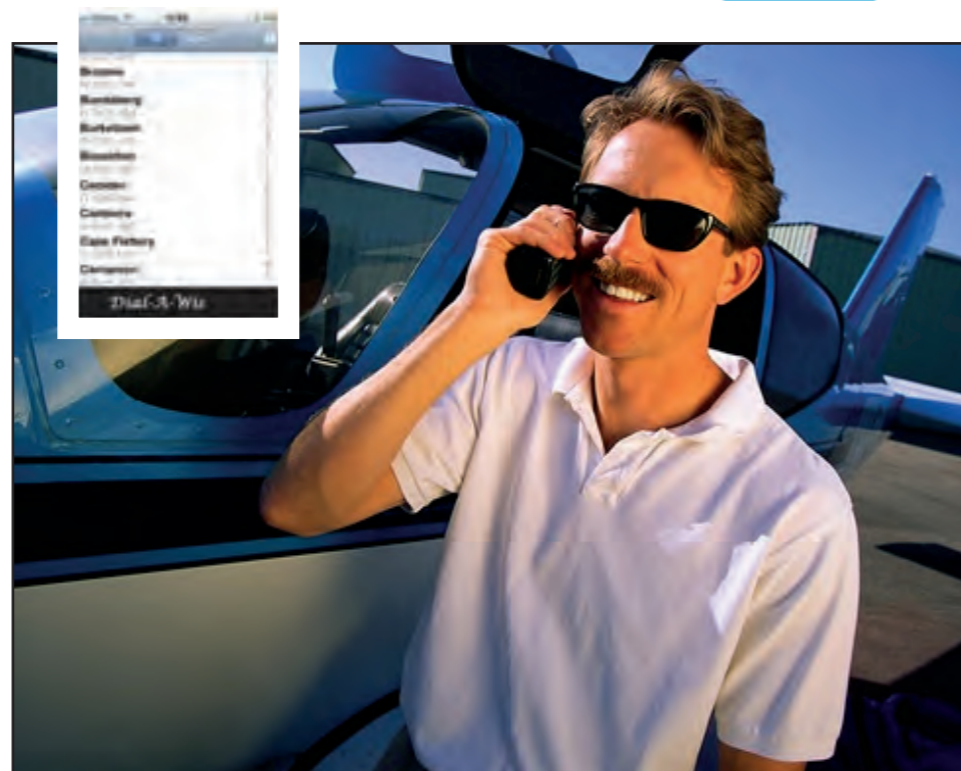


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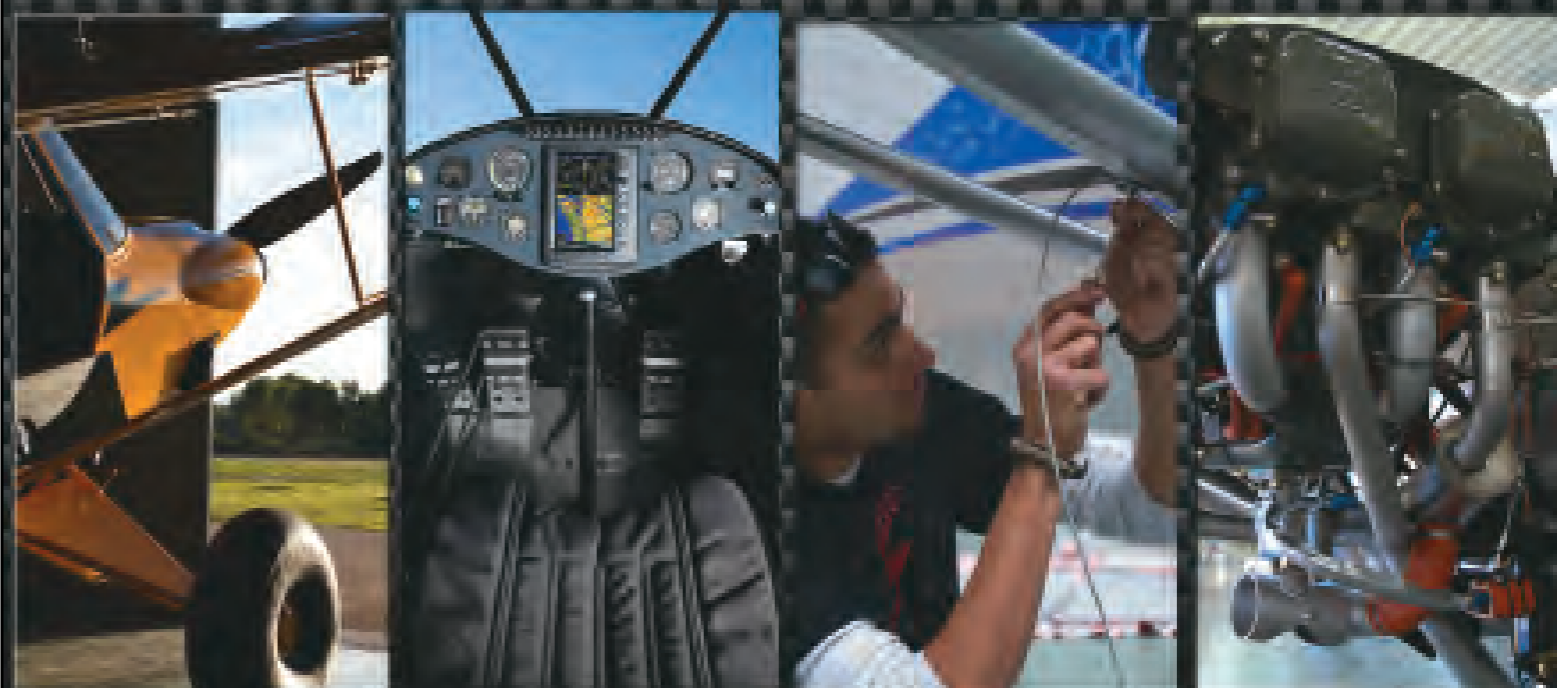
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# Pilot talk

Zane Tully  
Assistant Operations Manager

*This article continues from the previous issue of Pilot Talk and focuses on one of the most misunderstood areas of the skies: **Controlled Airspace***

THE 'rule' is that RA-Aus pilots must plan their flights to avoid all types of controlled airspace, including active restricted airspace. We are not permitted to enter controlled airspace and therefore we should not request an airways clearance. Nonetheless, there are exceptions.

To recap, **Exception #1** is: If the pilot in command of a recreational aircraft is both a current RA-Aus Pilot Certificate holder and a PPL (or higher) licence holder with a current Class 2 medical (minimum). The pilot must also be current with respect to their AFR (GA Aeroplane Flight Review) and hold the appropriate airspace endorsements. Then, he or she can request an airways clearance. In other words, if the PIC is able to legally fly a GA aircraft through the same airspace on the same day using their CASA licence, they are also allowed to ask for an airways clearance as PIC of their RA-Aus registered aircraft (as long as the RA-Aus Pilot Certificate is also current).

**Exception #2:** If the pilot does not meet the full requirements of Exception #1 then CAO 95.55 section 9 reveals provision is made for RA-Aus pilots to apply to CASA for an exemption from the rule. The limitation with this exception is that any approval will be on a one-off basis and a new application will be required in each case. The request must be in writing at least 28 days before the intended flight and must list every single exemption being applied for from the CAO (there is more to this, so please read the appropriate section).

In short, if you do not meet the full requirements of Exception #1 or #2 then the 'RULE' applies! Do not request to enter and/or do not enter Controlled Airspace.

Note: I would like to make a strong point here: it would be prudent for the PIC to complete and lodge a flight notification form with Airservices for the intended flight through CTA, just as he or she would have done in command of a GA aircraft. One day we would like the opportunity to offer Controlled Airspace endorsements to our members. So effectively, those who use RA-Aus registered aircraft to fly through controlled airspace today, are setting an example on our behalf for the future.

Question: I meet all the requirements of Exception #1. Can I fly my 19-XXXX registered aircraft into controlled airspace? Answer: No. In this example the aircraft does not meet the requirements under the CAOs, even though the pilot does. It states in CAO 95.55 section 7.1 (i) that [this type of aircraft] ...must not be flown over closely settled areas... [without the required written approval].

When an aircraft is flown into controlled airspace, the pilot is vectored by ATC. Given that the pilot has asked for and received a clearance, ATC automatically trusts the pilot and his or her aircraft are licensed/certified in accordance with the regulations. Therefore they may vector the

was granted by phone from ATC before the flight, this does not constitute an automatic clearance to enter the airspace on that day or any subsequent days. The controller is not the person responsible for confirming whether or not you are legal to operate within controlled airspace. This responsibility falls upon the pilot in command. If you know you do not meet the exception requirements as listed above, obtaining a clearance does not automatically make you legal to enter controlled airspace. No pilot should ever contemplate asking for a clearance without being fully legal to do so.

Also, for those who do not meet the exception requirements, or if your aircraft does not meet the legal standard, deteriorating weather is not a legitimate reason to request entry into controlled airspace. Your flight plan should have diversions planned and ready to execute in the event of worsening weather; to an alternate that does not put you into a position where entering controlled airspace is your only option.

Of course if there are no other options or an emergency situation exists, you should do everything possible to get yourself, your passenger and your aircraft safely back on the ground. If entry into controlled airspace is necessary to facilitate this then declare your emergency (or urgency) to the controller on the appropriate frequency so they can assist you.

So...RA-Aus registered aircraft can be flown through controlled airspace if, first you are sure you meet the requirements as per the CAOs. Second, you are sure you are using an aircraft legally allowed to do so, which is equipped with the required (compliant) instrumentation for the type of airspace.

And finally, if you do meet all these requirements, as part of planning, lodge a flight plan with Airservices so they are informed about the flight, if and when you make your request.

Nurturing the privileges we have, will provide us with the greatest opportunity to obtain more privileges in the future. Pushing the boundaries of our privileges and/or abusing them (willingly or not)... well... you get the idea.

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aircraft over closely settled areas. Given that this type of aircraft is not permitted to fly over such areas, compliance with ATC would constitute a breach of the regulations.

The Exception: Obtain written approval in accordance with section 7.5 of CAO 95.55 for an exemption (under regulation 262AP of CAR 1988 in relation to flights over closely-settled areas) to meet the requirements of CAO 95.55, section 7.3, (a), (iii). Then, comply with the rest of section 7.3 to be able to request an airways clearance. Otherwise, do not enter and/or request to enter Controlled Airspace under this example. If in doubt...stay out!

Let me remind all RA-Aus pilots that obtaining a clearance from ATC to transit through controlled airspace while airborne, or by phone prior to the intended flight, does not mean you are flying through that airspace legally. Also, if permission



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# BILL DINSMORE

THE INSTRUCTOR'S INSTRUCTOR

Carl Holden reviews the extensive career of Bill Dinsmore, an ultralight pioneer and holder of Australian Ultralight Federations Pilot Certificate No 1.



First I flew a 2 seat ultralight with Bill Dinsmore in the prototype Gemini Thruster 25-0001 at Wilton, NSW in 1986. The aircraft had just been made available from the nearby Thruster factory and was our first 'officially sanctioned' opportunity to fly together in an ultralight. However, this was not the first time I had the wonderful opportunity and privilege to fly with Bill.

Bill had been introduced to flying by a mutual friend, Brian McEgan, during a visit to a coal mine in the Hunter Valley in 1951. Bill was an accountant for the firm of Cullen Ward, AG Cameron and Co, conducting an audit at the mine.

That brief exposure to aviation was one of those serendipitous events that change a life forever. Bill began taking every opportunity to escape the constraints of humdrum commercial life and could often be found at the nearest airfield gazing at planes. No mere glue-sniffing would do for Bill; the smell of avgas nurtured a growing desire to get into one of those machines himself and he subsequently completed a 10.40 hour learning curve to be sent solo in an Auster J4 at Bankstown in Sydney.

At this early point in their flying careers, many people discover flying is not as exciting as it looks, and Bill was no exception. It was extremely fortunate for the rest of us Bill's flying career did not end there: he came across an Australian Gliding magazine in a newsagent's shop in 1961, the one and only time the magazine was ever placed in newsagents. It contained an article which described gliding taking place at Camden. Bill lost no time in making his way to Camden aerodrome and was hurled into the air in a glider launched with breathtaking panache by a contraption dating from the wartime



>> Previous page: Bill Dinsmore at Forbes; above, Bill Dinsmore, Ian Young and John Haggadoorn, and right, Women's Weekly article on Bill and Lorraine's Aerial Romance

era: a barrage balloon winch!  
 Finally, Bill had found flying as he expected it to be! He spent most of his spare time at the gliding club at Camden and, by 1973, had amassed a total of 1000 flights including 580 flights instructing, in 18 glider types. In November that year, Bill was appointed Chief Flying Instructor. One of his main duties was to run a "Learn to Glide" course each week, starting each Monday with 4 or 5 new pupils. Usually Bill ended up sending about half of them solo on Thursday or Friday; one particularly intractable pupil needed more intensive tuition than most and Bill married her in exasperation in order to carry on imparting the finer points of flying that some people just never seem to grasp.  
 Aerobatics presented the next challenge for Bill. He was the star of many exciting performances at air shows at Schofield's aerodrome and Richmond air base. He also appeared in a number of television commercials, one in particular for the Commonwealth

Bank portraying a bank manager coolly looping the loop in a single-seat Pilatus B4 glider.  
 In total, Bill has flown 32 types of gliders, 7 types of general aviation craft including Boeing Stearman and Harvard warplanes (regretfully with disarmed cannon) and 11 types of recreational aircraft.  
 During his gliding years at Camden, where I first met and flew with him, Bill did at least 15,000 instructional flights, in around 10,000 hours. At the same time, he notched up about 5,000 hours of power flying, mainly towing gliders. He reckoned it was interesting to observe the pilots from the other end of the rope.  
 One of Bill's keenest students at Camden was George Markey, who later introduced him to the joys (and terrors) of flying ultralight aeroplanes – seat of the pants stuff which many modern fliers crave. The two went on to fulfil George's ambition to establish an official organisation promoting and administering safe ultralight flying. Bill took on the task of Operations Manager with

the initial job of writing the first operations manual for acceptance by the then Department of Aviation, later CASA. He sensibly believed there was no real point in re-inventing the wheel and based the proposed manual on the model written for the Gliding Federation of Australia.  
 The manual was first rejected by the department which threw up its hands in horror at the thought of the ultralight movement having too much autonomy; after much soothing of ruffled feathers, version two of the manual was finally accepted. It's worth recording the Federal Minister for Transport was an active glider pilot who really helped to further the cause of sport aviation.  
 My own involvement along with several others in taking the movement further resulted in the formation of the Australian Ultralight Federation, Bill became operations manager and national flying coach and George Markey first president (more on his history in future articles).  
 Training of pilots and instruc-

tors could begin in earnest with just one hiccup: there were no approved two-seat ultralight aircraft. Bill waited patiently for the hurdle to be overcome and began to train and test suitable candidates using his unique methods, often introducing gliding as part of the curriculum so that ab initio pilots could experience at first hand flying an aircraft with no engine. Engine failure was a common fault of the very early ultralight models.  
 One of the first ultralight flying schools established was the Sydney Ultralight Flying Club (now Sydney Recreational Flying Club). Bill operated his Sydney training in conjunction with their aircraft and facilities at The Oaks Airport. Most of the early instructors underwent their training here, coming to Sydney; convenient for Bill as he lived locally. Bill also conducted seminars and training interstate. With Bill's dedication and enthusiasm, a growing number of Chief Flying Instructors were trained and certified, often returning to their home airfields

to found local Ultralight Flying Schools, right around Australia.  
 One breakthrough event in which Bill played a major role was the 1987 House of Representatives Standing Committee on Transport Safety (HORSCOTS) report into Sport Aviation Safety. This report validated the practice initiated in 1949 of removing the administration of Sport and Recreational Aviation from the direct involvement of the regulatory authority and opened the way for proper self-regulation and self-administration by sport aviation organisations.  
 To quote Bill from the HORSCOTS report "...subsequent relations between the regulatory authority and the sport aviation organisations have for the most part been harmonious and progressive, with each contributing effectively to the development of a regime where the maturity of the industry organisation is recognized by the regulator. And as a result, the degree of autonomy in the administration of the rules and the development for the rules

themselves has confirmed the wisdom of the overall system of self administration and led to an increase in overall safety for the public and participants whilst at the same time containing costs within a reasonable limit and encouraging the growth of this sector of the aviation industry."  
 Bill derives deep satisfaction from teaching, and to this day emphasizes in particular that an aeroplane will fly without an engine. All pilots should bear in mind the possibility of engine failure, and should fly their aircraft within reach of a landing place at all times – not necessarily an aerodrome or airport. Remember the airline pilot who landed on the Hudson River...  
 Bill has also been a very strong advocate of spin training which includes learning about unusual attitude recovery techniques.  
 "Gliding people insist on spin training. I can't see why other people can't be doing it as well. It would save a lot of lives."  
 Bill moved to the Boonah Ultralight Club at Nerang in Queens-

land in 1992, becoming CFI as well as Ops Manager so the club could offer training. Bill kept up his instructor training seminars and courses, in the process fostering many new passionate pilots and instructors.  
 Bill's thoughts about the future of recreational aviation reveal an attitude of 'enthusiastic hopefulness'. He sees the movement growing stronger under the administrative mechanisms he helped create back in the mid 80's. He is pleased to note flying standards have improved and the new generation of aircraft has vastly improved safety features.  
 When asked what changes he would like to see, Bill talks about people's attitude to making money out of aviation. In sport aviation in particular, says Bill, there seems to be a mindset against paying people any decent money for their flying services. It seems people expect you should not be making money out of flying, as it's something you love to do.  
 "That's totally wrong thinking," says Bill. "While its true there are

some very good instructors, many of them have to migrate through the system to airlines so they can afford to live, buy a house, etc".  
 Bill maintains we will be able to gain and maintain many more good instructors in recreational aviation if employers are prepared to reward good instructors with good remuneration.  
 Bill's final words of advice (for now) are to encourage ALL PILOTS to look out the windscreen more and rely less upon instruments. He will always be passionate about flying and instructing and is writing a series of articles on flying, which will soon be available via his website [www.BillDinsmore.com](http://www.BillDinsmore.com)  
 Carl Holden, Pilot Examiner (RAA37) worked closely with Bill Dinsmore during the formative days of RA, and was also founding CFI of the Sydney Recreational Flying Club. This is one of a series of articles about the Pioneers of Recreational Aviation. To contact Carl for more information visit: [www.AirSafetyExpert.com](http://www.AirSafetyExpert.com).





>> Trying the fuselage for size



## Bob & Robyn's

# RV9A

**Bob and Robyn Dennis were at the recent Watts Bridge Fly-In with their very neat little Vans side-by-side aircraft. This is Bob's account of how he and Robyn came to build it:**

the quick-build kit was unmodified to achieve this weight. A conically mounted O-235 C2C (the lightest of the O-235's) was chosen and modified to Lycoming's LSA O-233 specs (with bolt-on equipment, etc), along with a Catto two blade prop (only 4 kg) and numerous other under cowl modifications to save weight. RV12 type seats, and an instrument panel fitted with a Dynon D180 EFIS, X-Com radio and Trigg transponder were also fitted to the Spartan interior. A huge amount of time was spent researching and choosing the lightest equipment and gear available for this aircraft.

Our first application to RA-Aus for registration resulted in a reply stating, "Sorry we cannot register this aircraft in RA-Aus." In the meantime, the floods hit and water inundated our house and business workshop at Bundamba. Fortunately, the plane had been moved a month earlier to Watts Bridge. But our priority then became flood clean-up and getting the business workshop back in production. It was March before we turned our attention back to the plane.

Our second application for registration was supplied with back-up documentation, which included a letter from Vans Aircraft, stating that there were RV9's and 9a's registered LSA in North America. We also supplied other facts

and figures on how we got the aircraft down to its weigh-in weight. Registration was finally accepted in March, and our Recreational Aviation Australia registered RV-9A made its first flight on April 10, 2011. It showed no vices. In fact, after trimming, it flew hands off. Unfortunately, I had to cut the first flight short because of a rough running engine which started mid way through the flight. The roughness was the result of stale fuel, gumming up the TBI fine spray tube holes.

The Hobbs meter now has a total of 9 hours on it. We need to get the engine run in, so I am not spending all my time watching engine temperatures. They are starting to stabilise now, so we will be able to get back to testing soon. Stall tests done on the second flight were impressive. The RV got back to 38kts clean, shuddered slightly, dipped its nose about 5 degrees below the horizon, and with controls neutral it glided out of it. With full flaps it did the same at 35kts. I didn't take note of how much height was lost, but I will be checking that soon.

Because of work commitments, there hasn't been any flying for the last couple of weeks, and it will possibly be another couple of weeks before we get a chance to continue our testing. We are really looking forward to it."

**T**WO and a half years ago, when we decided to build a kit, RA-Aus was trying to have the MTOW limit increased to 760kg. With a Lycoming O-235 fitted, the RV9/9a, easily complied with that increased limit. We knew the application to CASA for the increased MTOW would take time to process, but it would take time for us to put a kit together as well. So we decided to bite the bullet and order the kit.

By the time the kit arrived, in December 2009, CASA had knocked the 760kg MTOW idea on the head, but given their nod of approval to a 600kg MTOW. We decided this weight was still achievable, but it meant a lot more work and more dollars, because the lightest equipment seems to be the most expensive. We worked full time on the kit throughout 2010, and moved the plane to Watts Bridge for final assembly of wings, etc, exactly 12 months after receiving the kit.

The aircraft was completed late December, 2010. We weighed it on a set of Longacre motor racing scales at 406 kg. The airframe of

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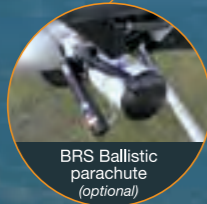
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# Winner! Story of the month

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

*I really wanted to share this with my family, in particular my daughter*

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

## How my RA-Aus Certificate helped me through a tough time by Elias Smith

FOR as long as I can remember I have felt a desire to fly, but Flight Sim was the closest thing I could get to flying on my own.

At the age of 23 (2004) I was married, and just one year later a baby girl come along. Three years later, my wife passed away unexpectedly.

While we were still trying to adjust to a big change, a good friend suggested it was time for me to do something that would bring me some sort of happiness and enjoyment. Well, the finances and time made themselves available and I couldn't think of a better goal to chase - flight!

While trying to decide whether to go for a GA or RA-Aus Certificate I went up for a fly with a friend of my Dad's at Boonah, who had just recently obtained his passenger endorsement. It was amazing.

Right then I made the decision to go for a TIF. Greg O'Nealle (CFI) from Airport Qld, took me up in the Tecnam Echo Super - 24-7200.

We did a few turns and climbs and I was hooked. From then I made a goal to get my Certificate. Each weekend for the next six months I drove an hour each way from Eagleby to Boonah. It took me just under six months and 23hrs to obtain my RA-Aus Certificate.

Having this goal and desire to achieve a dream kept me going through this difficult time in my life. It gave me something to work towards and time on my own to forget about everything else for a short time. It helped me to realise dreams can come true and that I really wanted to share this with my family, in particular my daughter.

I completed my passenger endorsement and my cross country endorsement. I soon started taking all my friends and anyone else who I could share this amazing experience with.

Two years later I remarried. I'm now able to share this with my awesome wife, Erin, who comes up with me whenever there is a spare weekend and loves every minute of it, just as I do. We even went flying on our honeymoon in Tasmania (out of Burnie Airfield at Wynyard).

The experience and opportunity to achieve this dream has helped me through the most difficult time of my life. I would like to thank Greg O'Nealle (ex-CFI) and especially Dave Brieffa (my awesome instructor) for all they have done to help me achieve this goal and for the support they have given, even though they probably don't realise it.

This is my RA-Aus story.



>> Elias Smith credits learning to fly with getting him through some tough times.

## Bamawm Aerodrome by Michael Jones

IN the 1970's the Bamawm Aerodrome in country Victoria was opened by a keen crew of young local farming aviators. Together they bought a Piper Archer and flew it out from the States.

As the years went on, the number of flying members decreased and the aerodrome shut after 20 thriving years. However, Bamawm aerodrome has recently sprung back into life with 2 keen young Jabiru pilots reviving the grass strip and building a new hanger. With the old wind sock replaced and the strip lasered the new generation springs forth and Bamawm aerodrome lives again.

## Addicted to Flight by James McCann

FOR a very long time - ever since I played a flight simulator at a friend's house - I've been in love with flying. I used to get every flying book and magazine I could get my hands on and read it over and over. Finally, I became a pilot at the age of 15 in 2010 and haven't looked back. I currently fly Jabirus at my local club and get in the air whenever I can afford it.

I think there is no better way to see the world, or even your local area, and I'm addicted to it. I have joined the Air Force Cadets and when I finish school I want to join the military as a pilot.

## Snakes & Ladders by Sean O'Driscoll

RECENTLY, overhead YCAL, I noticed the secondary windsock abeam RWY23 threshold was wrapped around the pole.

After landing, I grabbed a ladder and walked across the field to untangle it - and a lengthy walk it was with a heavy extension ladder on my shoulder. So I hope those guys going round and round overhead appreciated my efforts.

Only one problem: a 2m black snake near the base of the windsock pole. Don't ask me what type. They all have fangs, don't they? I threw the ladder on the ground to put the ladder between me and the thing with very sharp fangs.

Luckily for me the snake got the hint and slithered off into the bush.

I quickly slithered up the ladder & pole, untangled the sock and ran back to the hangar.

So, next time I see a windsock all tangled up, it can stay that way for all I care!

Na, I'll probably get a ladder and ...

*I threw the ladder on the ground to put the ladder between me and the thing with very sharp fangs.*

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**Better Late Than Never**  
by Bruce Sharper

BORN in 1946, growing up, I was enthralled listening to the tales of Biggles and Hop Harrigan on the wireless.

In 1970 I commenced flight training at Kalgoorlie flying a PA28 - unfortunately children-mortgage-schooling etc, took preference. At RAC (WA) in 1989, did 7.8 hours, again family responsibility took preference. The dream never died.

In January 2011 I recommenced, this time in a Jabiru 120 - at Northam YNTM instructed by Steve Yeates. On March 28, 2011 we completed circuits and as I went to shut down at the hanger, Steve told me he was going to put the kettle on and I was to go and do one circuit. Off I went and came back with a grin from ear to ear. On June 7, 2011 Steve endorsed my log for the issue of a high performance RA AUS Pilot Certificate.



**From Puma to Jabiru**  
by Matthew Garth

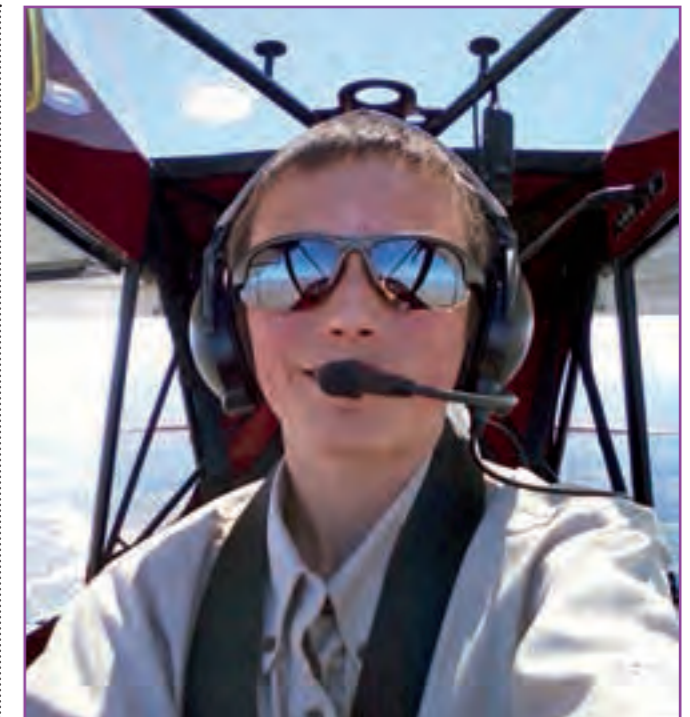
DESPITE being a professional helicopter pilot of over 30 years and 10,000 hours flight experience, I had never taken our 13yo son, Adam, flying.

My work takes me away from our Perth home to places across the country where I fly the venerable AS332L Super Puma to offshore rigs.

My fixed wing CPL had not been used for over 20 years. So, last year I decided to refresh my aeroplane skills by training on the Jabiru in Queensland with Max Chapman's "Hinkler Flying School".

Max and his colleague, Paul Daly, did a great job helping me remember how to "do" aeroplanes.

Back in WA, with Glenn Hawser's Sport Aviation Academy, I at last got to take Adam flying. It was a wonderful experience which we look forward to more of. Thanks all!



**My story is my flying journey**  
by Jack Madeley

I STARTED learning to fly at Adelaide Biplanes, at the age of 13. I flew my first solo 3 days after my 15th birthday. I am now 16 years old with 10.5 solo hours and approximately 40 hours dual. I am about to do my test for my Recreational Pilots Certificate with cross country, radio, tail wheel, passenger and high performance endorsements.

I am learning to fly a Cubcrafters Sport Cub. I love flying, it is in my blood.



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# The Old Station Fly-In

by Len Neale



IT'S twenty-one years since the late George Creed and his sons bought their first Lightwing and hosted the first Old Station event at their property near Raglan in Central Queensland. George always said "a little bit of country hospitality goes a long way", a statement which saw the event grow into a major air show, Roulettes and all. It had been a few years since one

has been held, and the boys thought they would honour the memory of their father by getting back to basics with a friendly fly-in. I should have known, however, that when the Creed boys do something, they don't do it by half.

My club, the Callide Dawson Flying Group Inc., agreed to join The Old Station Flying Club Inc. to organise the event. Our primary task was to park the aeroplanes and welcome arrivals. I came from Smoky Creek Airfield on the Friday in my J6 Karatoo along with Dave See in his Lightwing, to get an early start the next day with our allotted tasks. Already there were thirty or so aircraft pegged down, so we pitched our tents under the wing, and went looking for a feed.

What a sight beheld our eyes when we walked across to the big hangar! Next to it were displayed a good dozen Mack Trucks, from smaller fire engines to huge B double low loaders, all vying for the distinguished honour of "Truck of the Show". The Creed entrant had no less than a Bell 47 helicopter sitting on its low loader. We soon found the stainless steel "bush kitchen" and were treated to a magnificent home style roast beef dinner, courtesy of The Old Station Farm Stay.

After a cold night camping, the aircraft started to arrive early the next morning. The Cessna 180 club was well represented, along with the Tecnams (even a Tecnam twin, looking like a little Partenavia), multiple RV's, jolly Jabirus and a gaggle of five or six Savannas. There were even real Jabirus (birds) at the edge of the parking area.

The ground controller directed the arrivals to me and I flagged them to their parking spots. "Welcome to Old Station, the toilets are over there, cross to the other side of the runway by the submerged walkway and donations are to the RACQ Capricorn Helicopter Rescue" I greeted.

It became fairly busy for a while. I hadn't noticed the group of vintage tractors gather-


ing at the end of the aircraft parking area, getting ready for their "Tractor Pull", until there was a loud "Boub, Boub, Boub" from an ancient Lanz Bulldog tractor setting the pace. For the uninitiated, "tractor pulling" involves hitching tractors to a calibrated load, which increases in size as it is pulled along until it gets too heavy to pull. The tractor which pulls the biggest load wins.

This was becoming surreal - Mack trucks, 110 little aeroplanes, and old tractors pulling. Then to top it off, who should arrive but Captain Des Porter in his gleaming red De-Havilland Dragon, to give many people their first ride in a vintage aeroplane.

When the arrivals tapered off a bit, I got time to get around and look at aeroplanes and talk pilot talk. One bloke had a pretty little Citabria (AIRBATIC spelt backwards). "Where are you from, mate?" I asked. "Just north of Moree", he answered. Next I got into a deep and meaningful discussion about putting brakes on Tiger Moths. There was also a beautiful RV8 with a six cylinder Subaru engine and four bladed propeller purring by.

The sun was setting by the time a visiting Yak did its last aerobatic passenger flight, and it was time for the Creed brothers to compete with each other in the "fence post splitting competition". Each was given a log, a chainsaw, a hammer, wedges and a crowbar. At the sound of a loud explosion, they both roared into cutting slits in their log, hammering in wedges, and splitting it into handy sized fence posts. Not my idea of Saturday night relaxation, but part of the routine at The Old Station.

A few burgers and music from two Gladstone bands later, it was back to the tent to await the dawn. There were a few more arrivals the next day, but with a bit of weather coming through, many elected to depart.

As I climbed out, I was overtaken by an elegant eight cylinder Jabiru. I could not help thinking that old George Creed must be up there somewhere saying, "Good on you boys for keeping the dream alive." 

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**KIT BUILDS:** The freedom we have is something precious. To the envy, no doubt, of people in many countries, an RA-Aus member can design his or her own aeroplane, fabricate and assemble it at home (some have done it in the lounge room, but most do it in a garage or shed), then go out and fly it. All without need for either the design or the construction to meet any government mandated certification standard. As well as that, or for those less adventurous, it's also possible to buy an RA-Aus approved and commercially-supplied set of drawings and/or a data package, then fabricate and assemble that aircraft in the same garage and on the first fine day in the future, go out and fly it.

The Civil Aviation Orders 95.10 and 95.55 paragraph 1.5 provide the means by which any individual, or small group (none of whom is required to have any aeronautical or engineering experience whatsoever) can design and/or scratchbuild (i.e. build your own design or build from commercially-supplied plans) a very low-cost

**ANYONE living in an Australian city must acknowledge that \$80,000 does not go very far. The average wage for aussies is \$68,900 a year. It seems incredible a brand new flying machine can be had for less than \$80,000. Yet, not only is it possible, the range is amazing - from micro-lights to quick build kits. Kreisha Ballantyne takes a look at some of what's out there for the pilot looking for a great cheap aircraft.**

airframe from basic commercial materials, whether the design is conventional or unconventional — and there aren't too many RA-Aus forms to fill in.

As in CAO 95.10, CAO 95.55 – 1.5 also allows for kit-building (i.e. building from a commercially-supplied kit of airframe parts) and in December 2009 there were 926 such aircraft registered with Ra-Aus. At that time, homebuilts accounted for 43% of the 2955 aircraft with valid RA-Aus registration.

CAO95.55 paragraph 1.5 also led to the availability of lower cost, reasonably comfortable, two-place, cruising aircraft which could be built from kits supplied by aircraft manufacturers. The kits are in a form which makes the building of the aircraft reasonably foolproof and cheap. Kit-building relieves the amateur builder of the design work

and much of the more difficult airframe fabrication phases.

The airframe kits must be approved by RA-Aus/CASA. And CAO 95.55 paragraph 1.5 requires the major portion (51% plus) of the building task is undertaken by the owner. There is no major portion requirement for a CAO 95.10 kit nor for the newer CAO 95.55 paragraph 1.9 category of Light Sport Aircraft.

## TEST FLIGHT: HIGHLANDER

When Alpine Aircraft representative Peter Pendergast introduced me to the Highlander, my first reaction was disbelief. A rugged, sturdy tail-dragger, with immense tundra tyres, it was a stretch to imagine this aircraft could possibly come in under \$80,000. I was immediately struck by the high quality materials - the fuselage, tail and landing gear are manufactured from high qual-

ity 4130 Chrome-moly steel. The interior is cavernous, with an enormous baggage compartment. The cockpit is surrounded by perspex on three sides (down to the ankles on the doors and with a 'sunroof' in the canopy) and is roomy enough for a modern day giant.

The panel is utilitarian but equipped with the basics (ASI, VSI, Altimeter, balance ball, tacho and compass) with a panel mounted Vernier throttle and two individual joysticks. Upgrades are available upon request.

The Highlander is famed for its impressive STOL characteristics. Peter demonstrated a short field take off which had us airborne in under 70m. The visibility was brilliant. We climbed out around 880fpm (this model was fitted with a 100hp 912 Rotax), and we levelled off into a cruise of around 90 kts so Peter could demonstrate its handling characteristics. One word here: sedate. In the stall, in turns and in the circuit, this is a very polite aircraft. The stall was barely there at all. Almost no buffeting and only a fractional lower-



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ing of the nose required to recover. Its yaw characteristics, too, were gentle and coordinated turns were easy with just stick or rudder. Once established in the turn, the balance ball centres without requiring much correction. Its specialities are obvious in the air - slow flight, maximum visibility.

With a high-lift aerofoil (complete with vortex generators) and enormous flaps, the stall speed is near 30kts (38kts clean). And the landing was a non event, we needed under 60m on a grass strip, despite a crosswind. The giant tyres were very forgiving.

The wings can be folded back for trailer transportation in under 2 minutes with no disconnection

of any controls or control surfaces. A floatplane conversion is also available.

The Escapade - the Highlander's less rugged little sister - can be configured with tail-wheel or tri-cycle landing with the ability to swap from one to the other in about an hour. The Escapade has been through UK Section S static testing certification requirements and flight-testing certification requirements.

All up, the Highlander is an impressive quick kit build, with a huge potential for the training market as well as for bush strips, touring and farm use.

**More information:**  
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Includes everything to build a complete aircraft ready for firewall forward and paint. Features include: two 9 gallon wing tanks, fiberglass wing tips, tyres 800x6 and bungee landing gear, Matco hydraulic disc toe brakes, elevator with manual trim and linkage, flared doors with windows, push

button flap handle, streamline struts, aluminum trailing edges for wings, includes flaps and ailerons, fiberglass leading edges for flaps and ailerons, seat harnesses, aluminum turtledeck, fabric and fabric adhesive, structural adhesive. Includes basic embroidered seat cushions.

### HIGHLANDER UPGRADE \$3,000

Extended Wing .....	\$1,700
Matco Wheels / Brakes.....	\$750
Vortex Generators.....	\$150
Large Elevator Rudder.....	\$1,700
Extended Main Gear.....	\$600
Gull Style Doors & Window .....	\$400
Heavy Duty 1.25" Axles.....	\$550
8" Pneumatic Tail Wheel .....	\$350
Total Individually.....	\$5,030

### TOTAL HIGHLANDER PACKAGE \$22,800

#### OPTIONS:

Powder Coating.....	\$750
Quick Build Wings, Flaps & Ailerons .....	\$750
Wings Set to Fuselage (only available with QBW).....	\$600
Tinted Lexan for Doors .....	\$280
Deluxe Interior Package .....	\$950
Nose Gear Conversion .....	\$1,500
Cowling.....	\$900
Motor Mount.....	\$700
Large Fuel Tanks (approx. 13 gals ea).....	\$1,000
Rotax 912S (100HP) Firewall Forward Kit .....	\$24,780
Other Engines .....	Please Enquire
Floats.....	Please Enquire
Aluminium Spring Landing Gear.....	Please Enquire
Oil Surcharge .....	TBD



### FACTORY AND KIT BUILDS

#### THE STORCH (HS, S-450)

The STORCH sells itself on its reliability, aerodynamic stability, excellent handling and visibility, as well as comfort.

The Storch currently comes in three different versions (S-500 comes in just over \$80,000), each designed for fun flying. All models share a common fuselage and tail configuration. However, the three models have different wing configurations, each to specifically enhance intended performance.

The STORCH S - 450 is a conventional side-by-side two-seat high wing aircraft with conventional tricycle landing gear and Rotax 912 UL engine. It is renowned for its short take-off performance; rapid climb rate and fast cruising speed. It has low fuel consumption and low operating costs. The cabin has also been designed with tall pilots in mind. The closed and roomy cockpit is also a comfortable place to spend a long flight.

The STORCH HS is available with both the Rotax 912 UL and Jabiru 2200 engine.



#### PERFORMANCE

<b>Min speed:</b> 35 kt, 40 mph, 64 kmh
<b>Cruise speed:</b> 86 kt, 99 mph, 160 kmh
<b>Vne:</b> 116 kt, 134 mph, 215 kmh
<b>Climb ratio:</b> 1000 ft/min   5 m/s
<b>Landing distance over 50ft (15m) obstacle:</b> 390 ft   120 m
<b>Max. take off weight:</b> 450 kg   992 lbs
<b>Empty weight:</b> 246 kg   542 lbs
<b>Engine:</b> Jabiru 2200, Rotax 582, Jabiru 2200
<b>Fuel consumption:</b> 12 - 14
<b>Price:</b> \$75,900 + GST (with 912 UL Rotax engine)

Plus fast build kits available for all models from \$39,900 + GST. (airframe only no engine, prop, instruments, radio, GPS, etc).

**More information:** sales@flightsynthesis.com.au

#### THE WALLABY

The Wallaby is a two seat sport aircraft, designed for higher performance than a traditional, basic, high drag, rag and tube wire braced recreational aircraft. Its fantastic short field performance and excellent visibility make it ideal for pilots looking for safe and secure flying.

The Wallaby is a factory built type-certified aircraft. It's easy to fly and can be found in many flying schools and clubs.

Although simple in design, a great deal of high tech engineering and design has gone into this aircraft. The fuselage and airframe are made from the same high quality materials used in the more expensive Fly Synthesis range. Because all flying surfaces are composite, this little aircraft flies with excellent speed and modest fuel consumption.

Factory fitted Ballistic parachute and folding wings are also available.



<b>Price :</b> From \$25,000
<b>Rotax 503:</b> \$7054
<b>Rotax 582:</b> \$9802

**More information:** sales@flightsynthesis.com.au

#### CHEETAH

According to the distributor, The Cheetah is the cheapest performance recreational aircraft on the market anywhere.

It's an Australian made kit, using mainly alloy and stits covering.

If your other half comes with a lot of baggage, don't fret. The Cheetah has three luggage compartments (.95 cubic metres), one of them forward of the rudder pedals for load balance.

The cabin is a roomy 42", the aircraft has a 100kt cruise (using a Jabiru 85hp motor) and a 70 ltr fuel tank. It can be rigged to a trailer in under five minutes.



**Price Unpainted:** \$69,500 + GST

**More information:** gkmorgan@ihug.com.au

#### PERFORMANCE

<b>Vne:</b> 125kts
<b>Cruise:</b> 110kts
<b>Stall (clean):</b> 28 - 33kts
<b>Climb:</b> 700 fpm
<b>Fuel Consumption:</b> 14 lph
<b>Price:</b> \$22,500 + gst.
<b>Jabiru 85hp engine:</b> \$13,500

**More information:** gkmorgan@ihug.com.au

#### SUPER DIAMOND

Single seat version of the Cheetah. Joey 2 120hp, 150kts glass aircraft.



#### PERFORMANCE

<b>Vne:</b> 140kts
<b>Cruise:</b> 120kts
<b>Stall (clean):</b> 30kts
<b>RoC:</b> 1300 fpm
<b>Fuel:</b> 14 lph
<b>Price:</b> \$12,500 + GST

**More information:** gkmorgan@ihug.com.au

#### COUGAR

A four seater GA or 2x2 RA-Aus aircraft. Light on the controls and handling, this aircraft is a delight to fly; there's no adverse yaw and it has lots of feed back at low speed. Designed as a simple kit build, no jigs required. The Cougar has a moulded canopy and a top speed of 160kts.



**Price Unpainted:** \$69,500 + GST

**More information:** gkmorgan@ihug.com.au

## CHEETAH SIERRA

Superior strength with three luggage compartments, the Cheetah Sierra has published cruise speed of 130kts.



### PERFORMANCE

**Vne:** 150kts  
**Cruise:** 130kts  
**Stall (clean):** 30 - 35kts  
**Climb:** 1000 fpm  
**Fuel:** 14 lph  
**Price:** kit - \$24,800, with 80hp motor \$51,580.

**More information:** gkmorgan@ihug.com.au

## SAVANNAH

The Savannah is one of the top selling recreational aircraft in Europe. Pilots like its dependability and its simple easy handling. The Savannah's S.T.O.L. performances makes it perfect for Australia's rough conditions. It is also a stable aircraft if you plan to spend a long time aloft on long cross-country flights.



### PERFORMANCE

**Vne:** 100kts  
**Cruise:** 82kts  
**Stall (clean):** 24kts  
**Climb:** 1200 fpm  
**Fuel:** 14 lph  
**Price:** Savannah S, Kit price without engine \$32,500, with 100hp Rotax engine \$53,000, Factory built with 100hp rotax engine \$80,950. Prices include GST ex-Brisbane. Savannah XL, Kit price without engine \$29,500, with 100hp Rotax engine \$50,000, Factory built with 100hp rotax engine \$77,950

**More information:** www.outbackaircraft.com

## AUSTRALIAN LIGHTWING POCKET ROCKET

The LightWing Pocket Rocket has been specifically designed for the recreational pilot who wants a comfortable, short field performance aircraft with a cruise of about 80kts and a stall of less than 45kts. The PR can be fitted with outVIP prop to further increase its performance. The PR is available as an LSA certified aircraft or as a kit.

The new 2-seat PR-XP has an even wider (7cm) cockpit and roomier rear seat. Also, heat formed doors and windscreen. The PR-XP is a responsive, economical aircraft.



### PERFORMANCE

**Vne:** 115kts  
**cruise** 80kts  
**stall** less than 40kts  
**roc** 1000 fpm  
**fuel** 18 lph  
**Price:** Kit - \$35,000, 582 - \$9, 802, 912 - \$24, 780

**More information:** www.lightwing.com.au

## HORNET STOL

The Hornet has been designed by Ole Hartmann and manufactured since 2003 by the team at Australian Aircraft Kits in Taree. It is available as a kit under the experimental home-build rules administered by CASA and as a fully certified factory-manufactured aircraft. The kit comes in two versions - the standard Hornet and the Hornet AG.

At its public debut at Natfly 2004, the Hornet and its designer were awarded "Most Innovative Ultralight Design 2004".



### PERFORMANCE

**Vne:** 100kts  
**Cruise:** 82kts  
**Stall:** 32kts  
**Climb:** 1100 fpm  
**Fuel:** 14 lph  
**Price:** Hornet STOL Kit from \$29,900 + GST, Hornet CUB Tandem Kit from \$25,000 + GST, Hornet STOL Tandem Kit from \$29,900 + GST

**More information:** aircraftkits.com.au

## JABIRU

In early 1988 Rodney Stiff and Phil Ainsworth formed Jabiru to develop a highly efficient, composite designed, light aircraft. Now, Jabiru at peak production produces airframes at the rate of 20 per month and engines at the rate of 90 per month. To date, aircraft and kits have been sold to 16 countries and engines to 31 countries.

Only available in Australia, the Jabiru J120 is installed with a 80 hp 2200cc aero engine it has a range of 430 nm (75% power).

With gentle and predictable stall characteristics, and light and responsive controls, the J120 also has low operating costs (fuel burn 13 - 16 litres per hour).



### PERFORMANCE

**Vne:** 148kts  
**Cruise:** 100kts  
**Stall:** 47kts  
**Climb:** 500 fpm  
**Fuel:** 13- 16 lph  
**Price Guide:** Jabiru 120 \$63,000.00

## MICROLIGHTS

### QUICKSILVER

The team behind the Quicksilver GT-500 development program set itself the lofty goal of designing an aircraft to transcend the ultralight category and provide general aviation with a new entry level aircraft. The focus was on more speed, better aerodynamics, and a greater range.

Using CAD/CAM design and engineering techniques and extensive R&D testing, Quicksilver's engineers came up with the best per-

forming Quicksilver ever.

The performance specs of GT 500 have it climbing from 0 to 10,000 ft in just 8.5 minutes depending on the engine fitted and covering 100 miles in about 70 minutes. All with the aircraft's great handling which has long been the Quicksilver's hallmark.

The GT 500 is docile and easy to fly. Its dual three-axis controls are responsive without sacrificing low speed stability. The adjustable trim & flaps allow for positive slow flight and gentle stall at about 39 mph. It cruises from 55 to 80 mph, with a top speed of about 90 mph. Only 140 ft is required for the take off roll. The aircraft can accommodate two people and extra gear.



**Price:** GT500 with Rotax 582 USD \$31,495, GT500 without engine USD \$25,252, GT500 with Rotax 912 USD \$44,295, GT500 without engine USD \$29,066

### QUICKSILVER GT400

It's docile handling and quick manoeuvrability has made the GT400 the choice of many recreational pilots just out for some fun.

It has yoke steering, 3 position flaps and a 4 point harness, so GA pilots will feel at home. The GT400 has been around since 1984 and has remained virtually unchanged since then which says something about how good it is.

### PERFORMANCE

**Vx:** (Best angle of climb) 27kts  
**Vy:** (Best rate of climb) 35kts  
**Va:** (Design maneuvering) 53kts  
**Vne:** (Never exceed) 64kts  
**Vs1:** (Stall, power off) 25kts  
**Vs0:** (Stall, flaps down, power off) 23kts  
**Landing approach speed:** 34kts  
**Price:** GT400 with Rotax 503 USD \$19,095, GT400 without engine USD \$14,867

**More information:** www.quicksilveraircraft.com.au



## AIRBORNE



Airborne Australia actually has a wide range of two seater aircraft ready to fly for under \$80,000. The companies' flagship models, the XT-912 Tundra and the Outback, both use a Rotax. They have a potential range of 700 kms on one tank of fuel and a cruise speed of better than 70kts. The Tundra model was developed after the company saw their Alaskan customers were changing over to larger tyres for rough terrain landing. In Australia, the Tundra is useful for sand or rough paddock landing when an airstrip is not available. All Airborne models are certified and the company exports to more than 30 countries.

### PERFORMANCE

**Vne:** 85kts  
**Cruise:** 70kts  
**Stall:** 35kts  
**Climb:** 825 fpm  
**Fuel:** 11 lph  
**Price:** The XT-912 Tundra range from \$66,000 including GST, Two seater Redback from \$30,000 (two stroke Rotax 503), Outback XT-582 from \$40,000 (Rotax 589 engine).

**More information:** www.airborne.com.au

## THE REVO



The Revo is a culmination of many years of development in the US. The result is a 'super trike' - claimed by the distributor to be faster than any other trike in the world.

Last year it broke 3 world records using a Reflex 11 wing and 912 ULS engine.

The speed is largely due to new 5th generation wings, which are more efficient and have more responsive handling compared to other wings. The wings come in 4 sizes, Reflex 11, 12, 13 and 15 (The number refers to the size in square metres). The electric in-flight adjustable speed trim allows cruise up to 87kts and

as low as 55kts (in the case of the Reflex 11). All Reflex wings are 'quick fold', which means they can be folded while still attached, so the machine can be quickly put in a small space in a hangar or transported as is on a trailer.

The base is a welded structure, made from 4130 Chromoly.

### PERFORMANCE

**Cruise Speed (sea level with electric trim):**  
**Discovery Wing:** (48 - 69kts)  
**Sport Wing:** (52 - 80kts)  
**Competition Wing:** (56 - 87kts)  
**(Vne) Discovery Wing:** (78 kts)  
**Sport Wing:** (96 kts)  
**Competition Wing:** (100kts)  
**Stall Speed at gross weight (sea level):**  
**Discovery Wing:** (33kts)  
**Sport Wing:** (34kts)  
**Competition Wing:** (36kts)  
**Price:** Revo with Reflex 13 TL wing from 70,500 Incl. freight, GST, insurance and certification, Revo with Reflex 12 wing from \$76,900 incl. freight, GST, insurance and certification.

**More information:** www.apolloaerosports.com.au

## CHINOOK



The Chinook has a fully enclosed front, so pilots are protected from the wind. Fuel capacity is 9 gal (approx 225 miles). You'll only need about 200 to 250' for takeoff and 400' for landing. The Chinook can be equipped with wheels, floats, or skis.

This aircraft is made from tubing and fabric, and the suspension has been designed for rough field operation. The wing is a two sparred unit with cross struct bracing. The ribs are supplied preformed with specially designed ribbon ends which are easy to secure to the main spars. The ailerons are full span, with built-in flaperons. Structural limits provided by the manufacturer are +6 and -3.5 G.'s.

Every component is pre-cut and predrilled, so you won't need special tools.

### PERFORMANCE

**Cruise speed:** 72 mph (Rotax 503) 85 mph (Rotax 582).  
**Price:** From \$36,000 (Rotax 582) under \$50,000 (Rotax 912)

**More information:** chinook@dalbyauto-electrics.com.au

\* All performance and price figures quoted are provided by the aircraft distributors and not necessarily verified by Sport Pilot magazine

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# Magical, Mystical Lake Eyre

by Michael and  
Ainslea Clifford

**A**FTER one of the wettest seasons on record in Queensland and the Northern Territory, Australia's vast north-eastern tablelands are draining south into Lake Eyre, 15m below sea level, temporarily filling the salt lake to a level of 2m over an area of 9600sqkm.

My sister Michelle and her husband Marcus saw the rare phenomenon of a water-filled Lake Eyre last year from Marcus's Cessna 172 and suggested that my wife and I join them for another look in our Jabiru J230.

The nearest town to Lake Eyre is Coober Pedy, 1200nm from SABC Serpentine, our flying club 40kms south of Perth.

Our route - based on the C172's best endurance at TAS 100kts - was via Esperance, Forrest, Coober Pedy and William Creek. By

May 17th we were at Esperance, leaving there for the 356nm leg to Forrest, flying low against a 20kt headwind. Below us the Nullarbor after Caiguna was a continuous sea of green stock feed. Amazing.

Next morning we fuelled (\$2.80pl) and tracked off together the 380nm from Forrest to Coober Pedy. It was a wonderful flight at 5500 ft; great visibility and nil wind. After 180nm we could see on our left the ridged sandhills of the desert, covered in green shrubbery. Maralinga soon appeared right of track. Here in the 1950's, twelve atomic bombs, seven clean and five dirty, were detonated by the British.

At Coober Pedy we spent two nights underground in the unique Desert Cave Hotel. By day we visited the stunning painted hills,

the underground opal mines and explored the town.

After fueling in the morning (\$2.20pl) we made the short flight 87nm west to the strip at William Creek Station, adjacent Lake Eyre. We reported on the special frequency of 127.8 (not in ERSA) which pilots must monitor while within an area box enclosing the Lake. There was a last chance here to top up (\$2.90pl).

We planned a two hour flight up the eastern side of the lake from Halligan Bay, around the top and down the western side, plus another half hour to Marree for fuel.

As we flew together, our various cameras were kept busy as mystical views appeared ahead, below and in the distance. The Warburton River was still flowing into the lake from the north, however on the eastern side

the Cooper River had not yet broken through. Our height varied from 500 to 5000 feet, and photography was challenging due to the Lake Eyre haze.

After a 2.5 hour flight we landed at Marree, topped up the tanks (\$2.82pl) and headed 80 nm south-east to Arkaroola, an eco-resort in the wilderness of the northern Flinders Ranges.

Our plan was to fly down to Murray Bridge and Kangaroo Island, however continuous storm fronts across South Australia meant we spent three fascinating nights and days at Arkaroola.

Brilliant views of planets and galaxies are possible on cloudless evenings from observatories perched high on the ridges around Arkaroola and the local museum is worth a look

with its collections of fossils, mineral specimens and geological data.

Just for a change, we toured the area and its waterholes by road, in 'Dorothy', a sturdy Toyota 4WD.


Due to rapidly approaching southern rain fronts we flew north for 50nm around the tip of the Flinders Ranges before turning west back to Marree again for fuel. Then west again to abeam Roxby Downs still staying north of the multiple southern rain fronts. After a 2.8 hour low-level flight against strong headwinds and ducking rain showers we turned south to Streaky Bay, 80nm south of Ceduna; an attractive town, so clean with lovely bay views, excellent accommodation and food.

Next morning we headed west towards Esperance, fuelling at Ceduna and Nullabor

(\$2.80pl), following the coastal cliffs of the bight for the first 100nm.

We spent the evening at Eucla (no fuel there) before setting off next morning along the beach landscape for lunch at Caiguna. Avgas all sold out there, so we topped up with 98Mogas at \$2.02pl.

Around mid-afternoon we landed at Myrup Fly-In Estate, Esperance. Our J230 used 570 litres over 30 engine hours.

Would we do it again? Absolutely, but a suggestion would be to fly out of William Creek, across the lake and up the eastern side, then north to Innamincka, making this our base to explore the channel country with its fantastic birdlife. Then maybe fly home to Serpentine via Alice Springs, Ayers Rock, Giles, Kalgoorlie. Why not? 

# Book review

## The Art of Flying

by Paul Turner

THE book came to me some time in the late 1980's, fourth or fifth-hand even then. Pages yellowed and working free from the crumbling spine; hard cover water stained and faded. It came to me after my Grandfather passed, because "...you like aeroplanes don't you?". Its smell reminded me of the dark spaces under my Grandfather's home. Fifty years of dripping humidity and stifling heat gave everything under his house a fine coating of dust and mould. It looked old; unloved; worthless. Anyway, what could I learn about flying from a book written sixty years ago? It continued to sit in a box, unread for another twenty years.

The book is "The Art of Flying" by Captain Norman Macmillan. First published in 1928, this (third) edition was printed in 1930. This year I finally got around to reading it; as much because I was annoyed that I had dragged it around for so long. It would sit on my bookshelf squeezed between Bob Tait and Jim Davis, constantly taunting me but never exciting me enough to drag it off the shelf. So, a few weeks ago I got the monkey off my back, sat down with a cup of tea and a plan to quickly skim it and put it back on

the shelf. I have now read it three times cover to cover - it is possibly one of the most amazing books I have ever read.

The Art of Flying is only 175 pages long. It's written for pilots and would-be pilots. In thirteen chapters Captain Macmillan discusses topics as varied as the state of the 'flying profession', the qualities of good pilot, aircraft design, flight controls, effects of weather and test flying. Along the way he also gives us a snapshot of politics in the thirties and the threat to British industry from the rise of aviation in Germany and the USA. The language is strangely unfamiliar, a reflection of an earlier time. Similarly, in places the good Captain expresses a few sexist and racist views (pilots are only men and the best ones are Brits) but this again should be seen as an interesting insight into attitudes of the times.

There are a few omissions and unfulfilled predictions. In 1930, there was no concept of what the introduction of jet engines would have to aviation. He dreams of large passenger aircraft with eight or ten engines carrying up to one hundred people, but cannot see airfields ever being built large enough to accommodate them.

However, there are far more hits than misses. Remember that when this book was written, powered flight was barely twenty-five years old. In his total flying experience (less than a ten year period) aircraft design had progressed from 'trial and error' to science and engineering. In this short period of time there had also been a rapid development in pilot training and an understanding of safety and airmanship. The many tips and lessons the Captain passed on are exactly those I heard my instructors say sixty years later. Know your aircraft... don't take unnecessary risks... understand how weather affects you and your aircraft... think about your flying before you get into the aircraft... and many more.

I'm sorry I took so long to read this book but very pleased that I finally got around to it.

Captain Macmillan was a decorated British WWI fighter Ace. After the war he was a pioneer Experimental Test Pilot and author of a several books on aviation. He served again in the second world war but perhaps his lasting contribution to that period was as a historian of RAF operations. He died in August 1976. Yes, he has a Wiki-page and I recommend you look him up.



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## Tech talk with Steve Bell

## Fuel, fuel systems and fuel management



**WHEN choosing the type of fuel you will use in your aircraft there are several things to consider. Firstly, the type or grade of fuel. In the case of RA-Aus aircraft you will only have a choice of two - AVGAS or MOGAS - we don't have any aircraft which use diesel, jet fuel [kerosene] or bio-fuels.**

Before you fill the tank make sure you have the fuel grade which is recommended by the engine manufacturer and, in rare cases, the aircraft manufacturer. This will be 95 octane or greater, with a maximum of 5% ethanol (this will need to be confirmed in the flight manual. Some aircraft systems require NO ethanol or alcohol mixtures are used). Using the wrong fuel is a major cause of engine and fuel system failures. A fuel with an octane rating below that recommended for the engine will cause detonation and possibly sudden catastrophic engine failure.

Fuel is a complex and volatile compound. Your fuel system must be checked regularly - all visible hoses should be checked for discoloration, hardening, leaks and deterioration at the beginning of each flying day. The same applies to pumps, filters and carburetors (or fuel injector systems) - after all the fuel is keeping your engine operating. Fuel system components need to be clean and dry. You should check for water in the fuel system before each flight, along with any other contaminants. The fuel for any flight should be managed very carefully. You should ask yourself: do I have enough fuel for the flight with a reserve in case of a problem (such as a head wind)? Maintain the balance of fuel for those aircraft with more than one tank; ensure the same amount is in each tank at refuelling then check it regularly dur-



ing flight. In many instances, the fuel gauge in the aircraft is inaccurate or suffers from lag i.e it takes a considerable time to change the indication, (in some cases up to 60 seconds).

It means simply checking the gauge every 15 minutes may not be adequate. I would recommend changing tanks every 15 to 30 minutes.

### Oil and Lubrication Systems

Using the wrong oil or not having enough in the engine is a guaranteed method of causing damage to your engine. Always use the oil recommended by the engine manufacturer, and check the oil level is checked and maintained between the limits BEFORE every flight.

### Servicing intervals, overhaul times

RA-Aus registered aircraft MUST be maintained strictly to the aircraft and component manufacturer's maintenance schedules. This includes oil and filter changes. So if the aircraft manufacturer indicates in the schedule that maintenance must be performed every 50 or 100 hours, it must be done every 50 or 100 hours. If the aircraft manufacturer indicates in the maintenance schedule what maintenance must be performed on the engine or any other equipment fitted to the aircraft, then the maintenance is performed when the aircraft manufacturer says so. If they do not specify then all equipment must be maintained to the equipment manufacturer's requirements. Sometimes there are choices to be made, such as when the schedule indicates simply a calendar period. In this case, the maintenance must be performed on the day indicated, regardless of the hours flown, but if the schedule says 100 hours or 12 months, then the maintenance

is performed when the first of these runs out. Performing maintenance earlier is not usually a problem as long as you remember the next inspection is due from this time. So if a 100 hourly inspection is performed at 180 hours instead of 200 hours, the next inspection is due at 280 hours not 300.

Remember a poorly maintained aircraft will eventually let you down, and cause you problems. By conducting the maintenance in accordance with requirements of the aircraft manufacturer's requirements, you will go a long way in reducing the likelihood of the aircraft letting you down. Happy and safe flying and fixing.

# Flight instructor's forum

facilitated by the aviation guru - Professor Avius



**Landing demands a high level of judgement and an awareness of the variables**

## A perfect landing

SOME pilots describe their landing as an impact with Mother Earth rather than a smooth kiss of wheels on the runway.

Why do some pilots have difficulty landing? Why can we sometimes pull off a greaser and at other times, in the same circumstances, merely save ourselves from near disaster?

Millions of words have been written about landing yet most of them do not define or quantify the exact process of how to land an aircraft. An exception is the 'Jacobson Flare' - a concept developed by Captain David Jacobson, where the flare can be made using a mathematical model. Yet even this model seems susceptible to the many variables experienced during each landing.

Recently, I read 'Beyond The Checkride', an excellent book by Howard Fried. Howard has a lot of very good pointers for instructors and budding pilots. In a section titled 'Perfect Landings' he describes how to pull off a greaser landing:

'...sight down the edge of the runway, and when you are a couple of inches off the ground, maintain a steady back pressure on the elevator...'

With due respect to the author, that's nonsense. Firstly, it would be an exceptional pilot who could judge 2 inches off the ground. And secondly, back pressure at this stage of the landing is not available because the aircraft is either splattered on said ground or is in the middle of a mighty, tooth-jarring, bounce. There are just too many variables to cope with, and to leave applying back pressure to

the stick at this late stage is to invite disaster.

In dealing with these variables, a pilot must use his or her judgement. In the same way that as motorists we learn how to judge our distance, approach angle and speed when negotiating a corner, so we can learn how to judge a flare and landing.

Generally, landing demands a high level of judgement and an awareness of the variables.

We know it is helpful for the student to understand the principles of flight, including a clear understanding of the principles for the landing event.

Most students would have been introduced to the following equation:

$$L = \frac{1}{2} \rho V^2 S C_L$$

where L = Lift

$\frac{1}{2}$  = (self explanatory!)

$\rho$  = Greek letter rho, symbol for density of the air

V<sup>2</sup> = Square of the speed

S = Wing area

C<sub>L</sub> = Lift coefficient at required angle of attack

By sneaky subterfuge we can modify the equation, eliminating those figures not of interest during the landing event. So  $\frac{1}{2}$ ,  $\rho$  and S come out and we rename C<sub>L</sub> to AA (angle of attack) and now have: L = AA V, which we can apply to the landing.

We assume that the aircraft has been flared to about level with the runway. The objective is to keep lift constant, because if the

lift increases, the aircraft will go up and balloon. And if the lift decreases, the aircraft will sink to the ground at an excessive speed and even touch down nose wheel first.

So, if the nose is raised for the flare, the speed will start to bleed off. According to our equation, the lift will start to decrease. In order to keep the lift constant we will need to increase the angle of attack, or in other words, apply more back pressure to the stick.

L = AA V : as speed decreases, lift will decrease.

Constant L = AA V : speed decrease is offset by increased angle of attack

The balancing of speed decrease with angle of attack increase, is called the landing process. As with all processes, a systematic series of actions needs to be a continuous movement until we allow the aircraft to touch down. The trick, of course is to judge just the right amount of back pressure to apply.

A final point: If too much back pressure is applied and the aircraft starts to balloon, NEVER pitch the nose down as a correction. If you do this, you will set up a strong down acceleration which the elevator may not have sufficient power to arrest. As long as the ballooning is not too high, just hold the stick steady and as the speed decreases, lift will decrease and the aircraft will start to sink and then the landing process can be continued.

If in any doubt about the balloon - GO AROUND!

Heaps of circuit practice makes perfect landings: H CP = PL!

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

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### Jabiru J230D

Pilot experience: 38 hrs, 15 on type.  
During the approach to land the flap circuit breaker tripped causing the EFIS to switch off. The pilot was distracted as he attempted to identify and fix the problem and he allowed the aircraft's sink rate to increase. Realising what had happened he applied full power and attempted to go around but the aircraft struck the ground, damaging the nose wheel torque tube and all three wheel spats.

### Savannah VG

Conditions: Moderate winds and turbulence.  
Pilot experience: 120 hrs, 114 on type.  
The aircraft was being landed in conditions of gusty winds that varied in direction through 110°. As it touched down a gust lifted the aircraft and the pilot was unable to prevent it striking the ground in a nose down, wing low attitude. The nose wheel collapsed, the propeller was destroyed and the engine, cowl, radiator and port wing tip all suffered damage. The pilot was uninjured.

### Fly Synthesis Texan

Engine: Rotax 912 ULS, 176 hrs ttis.  
While carrying out a daily inspection the pilot found a small quantity of water in the fuel taken from the drain. More fuel was drained and was found to be clear of any moisture. The aircraft took off after normal pre-takeoff checks had been performed but the engine failed at approximately 400'. While

attempting a landing the aircraft struck a fence, dislodged the nose gear leg and came to rest on its nose. The pilot was not injured but the aircraft suffered substantial damage to the landing gear, fuselage and engine. The actual cause of the engine failure was not stated.

### PPC Aerochute

Conditions: Light wind and turbulence.  
As the student was conducting a touch and go the aircraft encountered sink and descended rapidly onto the ground. It veered toward a gable marker and the instructor managed to slow it down but it struck the gable marker causing minor damage to the airframe. None of the crew was injured.

### Challenger Clipped wing special

Engine: Hirth 2706, 183 hrs ttis.  
At approximately 500' AGL after takeoff the engine RPM increased and the aircraft stopped climbing. A forced landing was carried out and the undercarriage collapsed as the aircraft touched down in soft ground. The aircraft skidded for a few metres and came to rest with the undercarriage torn off and some damage to the airframe. It was discovered that the toothed driving belt had stripped after 85 hrs. in service.

### Pegasus

Conditions: Strong gusty winds and moderate turbulence.  
Pilot experience: 1310 hrs, 650 on type.  
After touchdown in a strong crosswind the

aircraft's wing lifted and the pilot was unable to pull it down. He attempted to turn downwind to regain control but the aircraft continued rolling until it hit a fence, toppled over and came to rest on its side. The wing folded and there was minor damage to the base but the pilot was not injured.

### Tecnam P96

Pilot experience: 3950 hrs, 400 on type.  
A student was undergoing training in power failures after take off. After closing the throttle at approximately 150' AGL he lowered the nose but the instructor realised that it had not been lowered sufficiently and took control of the aircraft. The aircraft touched down firmly and the left hand undercarriage leg failed. The left wing contacted the ground after a short hold off period and then veered off the runway and struck a fence post. None of the crew was injured but the aircraft suffered substantial damage. A preliminary inspection by a metallurgist determined that the metal from which the leg was made may have been brittle or have had a slight defect in the area that failed.

### Jabiru SP 470

Pilot experience: 299 hrs, 230 on type.  
While approaching the runway at a shallow glide angle the aircraft was subjected to wind shear, descended quickly and struck the aerodrome boundary fence. The nose wheel caught the top wire and detached from the aircraft, which came to rest with further damage to its propeller and engine cowl.

## DEFECTS

### Skyfox Gazelle

Airframe: 3156 hrs ttis.

During an inspection small pieces of broken spring were found in the carburettor heat box. The spring had been worn due to contact with the exhaust pipe and had the potential to be ingested into the engine if carburettor heat had been used.

### Jabiru 120 C

Engine: Jabiru. 77 hrs.

While investigating the cause of an engine miss in flight it was found that all four rivets in the left distributor shaft had sheared. The reporter stated that aluminium rivets had been substituted on the shaft in the recently reconditioned engine.

### Sirius TL 3000

During a pre-delivery check it was discovered that the Dynon autopilot could not be operated correctly. It was found that some of the wiring that passed through the control yoke shaft had been damaged, allowing one of the wires to short out to ground.



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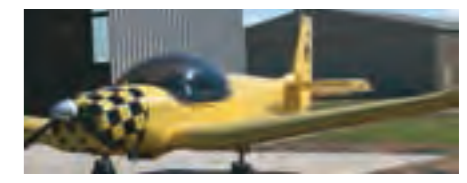
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2008 240TT in Immaculate Condition. Brand New 3 blade Sensenich ground adjustable 3 blade composite propeller. Dynon D100 and EMS 120. Perfect trainer or economical tourer 110kts on 20lph mogas. \$125,000. Location: Bankstown NSW. Contact: Chad Boot. Email: chadboot@bigpond.net.au Telephone: 0405 654 860

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TT 275 Hrs, Jabiru 3.3L, 6 cyl eng. 120hp. Built 2005. Always hangared, presents very well, heaps of luggage space, well maintained. Electric flaps, cabin heat, Microair radio, Garmin 296 GPS, wingtip strobes. Located near Wagga NSW. \$70,000 ono. Ph 0488 342 035.

**2557 ZODIAC 601 HD VH-CAG**



The ideal aircraft for the leisure flyer. Cruises at a "just right" speed at 90 kts, reliable Rotax 912 engine. Features include: wing tanks, lockers, VFR instruments plus mode C transponder and Garmin GPS. Also equipped with electric trim, Microair radio and intercom. Well maintained, safe, no damage history. Perfect for those seeking a relaxing fly without losing the adventure. Truly regretful sale. \$42,000 ONO. More information at <http://zodiacvhcag.blogspot.com> and contact Max: 0411 273 218, shuardja@bigbutton.com.au.

**2558 FLIGHT DESIGN**



CTSW 335 hrs TT, Rotax 912 100hp, Dynon glass panel, cruise 115-120kts, 130ltrs tanks, 18lt/hr, heavy duty undercarriage, Garmin colour 296. Immaculate condition, fast, high-performance, great fun to fly. Located SE Qld, always hangared. \$112,000 Call 0407 761 619

**2565 SINGLE SEAT RANNS S14**



Excellent condition, recon 582 ROTAX with 15 hours and logs, new alloy 40lt centre tank, plus two 38lt wing tanks. \$19,900 Always hangared. Includes radio and GPS. Ready to fly away. Ring George 0439 882 186 George Town Airfield Tasmania

**2566 FOR SALE**

One third share in Skyfox Gazelle located at Caloundra Airport Queensland. 915 airframe flying hours. Price \$12,000 Phone Peter on 0429 144 991

**2567 JABIRU J160C**



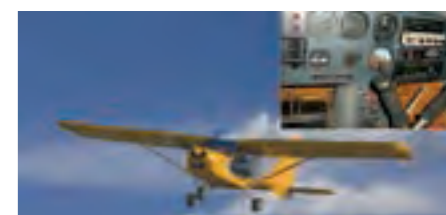
Factory built in 2007, total time flown 120 hours, fitted with standard instruments, permanently hangared, not used for training. Contact Paul. Mobile 0428 661 902. PRICE: \$68,000 including GST

**2568 KR2 - FAST & FUN**



Jabiru 2200 engine, 110 Hrs TT, Sweetapple Propeller, Galaxy Ballistic Chute, XCom 720 Radio with Intercom, 110lt Fuel Capacity, L2 maintained, Always hangared, 110Kt Cruise, 15lt/hr, \$31,000, 07 4095 3956, 0419 654 048, more at <http://athertonairport.com.au/atherton/forsale/kr2>

**2569 FOXBAT A 22**



27kts stall with flaps, 32 kts clean. 90L fuel, 14L / Hour at 4900rpm 90kts cruise. Factory built, Rotax 912, 630 hours TT airframe and engine. Registered 05/06, maintenance log book. : AH (vacuum) Skydat, Garmin Aera GPS, strobes, lights, transponder, ICOM radio. Always hangared, (STOL). Masses of room. For quick sale \$66,000 NO OFFERS. 12 months insurance. Heck Field Ph Tony 0417 745 800 / ynonott22@bigpond.com

## 2570 FACTORY COMPLETED BRUMBY



Here is a plane that is a pleasure to fly & has been maintained by Brumby at Cowra since I took delivery. This plane is in as new condition & has always been hangared. 14mths old 40hrs TT. It has a Jabiru 3300 Motor, Dynon Flightdeck160 with all monitors installed; inc CHT, Fuel Flow, AH, Trutrack 2 axis auto pilot, Lowrance Airmap 2000 coupled to the auto pilot, Icom radio & intercom, Bendix king transponder & leather seats .It looks & flies like a dream. Only selling because of health. Ring 02 6973 1261 or 0427 001 642

## 2571 JABIRU SK



TT 209hrs, 2200 engine overhauled by Jabiru at 140 hrs. New Prop, Good Panel, includes VSI, DG & EGT, Icom radio, Garmin GPS III Pilot, 2 headsets, Strobe, Custom stripes, Wheel spats. Always kept in hangar. Located Bunbury WA. \$45,000 ono. Hangar also for sale \$15,000. Ph Greg 08 9586 3964 or 0408 746 391

## 2573 JABIRU 160C



Reg 19-5042 built 2008 by Jabiru factory employee. Always serviced by Jabiru factory & 200 hourly service only completed recently. TT 203hrs on engine & airframe. No accidents or heavy landings. Flies extremely well; 100kt cruise; Lambs wool seat covers, 135lt wet wing fuel tanks. \$59,000 ono. For inspection & fly contact Scott 0418 448 293 SE Qld

## 2574 SAVANNAH FOR SALE.



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

## 2575 LIGHTNING



TT 55hrs. Jabiru 3300 120hp. Sensenich prop. Dynon EFIS+EMS. GPS AvMap. A/P Trio. Garmin GTX327. Com SL40. Cruise 135Kts, 22Lts. Leather Upholstry and Trim. Always hangared. \$129,000 no GST. Ph. 02 6559 2599. 0408 312 601

## 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.

## 2581 XT912 - AIRBORNE TRIKE



0419 518 353. Registered trailer with storage boxes and wing carrier also available.

## 2582 ZENITH 601 XLB



320hrs TT, Jabiru 3300, Hydraulic lifter with hollow push rod upgrade, all AD's current. Petroni 3 blade

prop, Cummins Spinner. Standard instruments and engine gauges. XCOM radio, Micro Air Transponder, Air Gizmo dock for Garmin x96. Electric flaps, Ray Allen aileron/elevator trim controls on the stick. Matco wheels and brakes. Excellent condition, superb to fly. Hangared Cessnock NSW. \$67,400 ono. Full build log available. Contact Work: 02 9925 5032, Mob: 0402 829 966, email: eddie.seve@clarity.com

## 2584 SKYFOX GAZELLE FUSELAGE

Complete Fuselage for sale. Straight, nil accidents. Includes stainless steel firewall, windscreen and doors. Currently stored near Kingaroy Qld. Photos available on request. \$5,000 ono. Ph John 0427 757 922 or email johnmcbryde@ymail.com

## 2585 LIGHTWING 912S



Lightwing 912s, 1607 hrs TTIS, in very good condition. Owned and maintained by an L2 and used for private use only. Full maintenance history and manuals available. This is a very tidy well sorted aircraft that flies exceptionally well. \$45,000 Ph 0419 132 777.

## 2588 ROBERTSON STOL B1-RD

The ultimate STOL fun machine, this 95-10 built by Robertson Aircraft Corporation using standard aircraft components. Massive 162sqft wing gives stall speed of 15mph and cruise speed 38mph. Website www.ultralightnews.com/antulbg/b1rd\_ultralight.htm. Original Cuyuna 30Hp plus spare Rotax 503. \$5,000 John 0427 757 922

## 2590 AEROPUP KIT



Unassembled. Complete with construction manual and drawings. Side by side seating. Heaps of legroom. Long range fuel tanks. 2 stage flaps. Quick folding wings for transport. Hunter Valley NSW. \$22,500. Ph:0429 810 008

## 2595 MINICAB 19-7218



Formerly VH-D.G.U This aircraft has been fully restored. New Fabric and Paint, New Instruments, Radio, Intercom New Interior. Airframe has a total time of 505 hours. Engine is a continental C-85 with 900 hours to run in first life. 95 knot cruise at 15 litre per hour at 2250 RPM Price \$36,000. Ross 0418 502 270

## 2597 JABIRU J230 D



Factory built 2007. TT 240 hours. Full glass house instrument plus back up analogue gauges. 296 colour GPS microair radio and transponder. Landing lights, beacon and wing trip strobes. Remote power plug. L2 maintained. Always hangared. Very complete plane and a joy to fly! Will deliver anywhere in Australia. \$79,000 inc GST Contact Neil 0411 435 270

## 2602 SPORTSTAR



2 seater light sport aircraft. Fully optioned with Dynon D 180 EFIS with a 7" colour LCD, Tru-Trak auto pilot linked to a Garmin 296 GPS. Aircraft is approved for night VFR. Rotax 912 with an electric in-flight adjustable pitch prop. Always stored in hangar with the total time in-service of 75 hours. \$125,000 + GST. Contact: Alan 0400 883 097 or Basil 0412 925 300

## 2605 19-4043 ZENITH 701.



32.2 hours, EA81 Engine with reduction drive turning 3 blade 72" ground adjustable prop. 80lt tank. Microair Transciever. Not flying at present due to unfinished modifications to wings. Can be viewed in Canberra. \$28,000 ono. Ph Bruno 0408 966 181

## 2607 AIRBORNE 912 SST TUNDRA

This is Airbornes first SST. It can be viewed on their website & was sold to me at 100 hrs with a new Black/Yellow wing. Rear disks, tundra tyres etc, TT now 160 hrs (60 hrs on wing) \$55,000 johno@olliar.com 0428 303 484

## 2608 AIRBORNE 582 X

OUTBACK/CLASSIC Base was an oil injected 320 hrs Outback, now converted to a Classic with pod, sideskirts & spats. Wizard wing with 150 hrs. Plus extras, KRUCKER FLOATS, trailer and outback binna- cle. \$16,500, or will separate trike \$13,250 & floats \$3,250. johno@olliar.com 0428 303 484

## 2609 PEGASUS AVIATION

912 GT450 TRIKE 100 hp 912, electric trim, full analogue instruments, 70 hours only, handles beautifully. 13.5 m2 GT450 wing or optional Quik 10m2 high speed wing if preferred. \$48,000. johno@olliar.com 0428 303 484

## 2610 BANTAM B22S - VERY STOL !!



24-3340 Good condition. 582E with 350 Hrs TT. Two helmets with intercom. VHF & UHF. Hangared Central Queensland. NEW wing & elevator skins. \$22,000. Can deliver. Phone Max 0413 245 803.

## 2611 10-069 SAPHIRE 447CDI



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

## 2612 SPACEWALKER II



Open cockpit flying at its best, fastidiously built 1930s style, great attention to detail, low hours, always hangared, excellent condition. Subaru EA81 engine, Warp Drive ground-adjustable carbon fibre prop, Icom radio and intercom, located Aldinga SA. Reg 19-7243. Fly now at well under build cost. \$38,500 ono. Phone Gordon 0405 474 243

## 2613 XT 912 TUNDRA



Streak 3. Only 95 hours TT, in Mint condition. Extras include, Rear hydraulic disc brakes, Engine cover, Micro-air radio, Lynx headsets, Aircraft high output strobes. All new Air Hogg accessories include, Belly bag and prop net, Heavy Duty travel covers, On-route dust cover for pod and engine, and full wing cover. About \$ 75,000 worth new. Price is \$ 55,000. Discounted lessons available if required. Contact Rob 0428 527 200

## 2614 MINICAB GY-201



28-0825 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 timcau@tpg.com.au

## 2615 HOUSE & HANGAR TEMORA NSW



3 bedrooms, large living area, as new. 2 bathrooms, steel frame. 1000mtr block. A/C double insulation. Town water & gas. Hangar 18 X 12 X 5m. Power on & toilet sewerred. \$450,000 Ph 02 6977 4781 or 0418 113 690

## 2616 MOTOR GLIDER SINIS



Three planes in one. Around Australia tourer at 10 litres per hour two persons plus baggage. Surf the ridge lift and thermals lots of fun and skill and lastly a well balanced plane for general flying and training. 800 hrs. hangared, Rotax 912. Generally the design and built of Pipistrel is arguably a jump on the rest. \$86,000 pics and info adshedsyd@hotmail.com or 0413 963 438

## 2617 LAST RESORT AIR LODGE



300 acres two hangars three houses, farming activities and income stream. Mountain scenery Capertee Valley 3.5 hrs Sydney \$1.14m info pictures adshedsyd@hotmail.com 0413 963 438

## 2618 SUBARU EA81 ENGINE

Complete with Amax conversion reduction drive, propeller, engine mount & radiator (ie firewall forward) with cowls if required. Hours ground/ test flight only. Upgrading to 150 hp as my draggy biplane needs more power. Can see test run in aircraft. Compression test provided \$4,000 Phone 0427 217 112 or email graeme.s@impulse.net.au

## 2619 SAPHIRE



10-0542 TT 397hrs. Wheel brakes. Flaps. Icom IC-A22 with headset. ASI, ALT, VSI, CHT/EGT Tacho & compass. Enclosed canopy. Always hangared. Last flown 2/11/10. Requires engine, either Rotax 447 or 503. No other faults. Easily dismantled for transport. \$5,500 Located Sale, VIC. Ph Gary 0419 599 877



## 914 SERIES 115 h.p



914 UL 3 - DCDI with options

4-cylinder, 4-stroke liquid/air cooled engine with opposed cylinders, with turbo charger with automatic waste-gate control, dry sump forced lubrication with separate 3 litre oil tank, automatic adjustment by hydraulic valve tappet, 2 CD carburettors, electronic dual ignition, airtake system, electric starter, integrated reduction gear i=2.43. Weight 70kg including exhaust system and engine truss assembly.

**2,000 hrs.  
TBO**  
ROTAX 912/914

## 912 S SERIES 100 h.p



912 ULS 3 - DCDI with options

4-cylinder, 4-stroke liquid/air cooled engine with opposed cylinders, dry sump forced lubrication with separate 3 litre oil tank, automatic adjustment by hydraulic valve tappet, 2 CD carburettors, mechanical fuel pump, electronic dual ignition, electric starter, integrated reduction gear i=2.43. Weight 62.6kg including exhaust system and engine truss assembly.

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## 582 UL DCDI 65 h.p



582 UL - DCDI with options

2-cylinder, 2-stroke liquid cooled engine with rotary valve inlet, electronic dual ignition, integrated water pump and thermostat, exhaust system, carburettors, rewind starter. Weight 47.2kg including exhaust, gearbox with integrated electric start.

Also available:

912 UL DCDI ( 80 h.p ) 503 UL DCDI ( 50 h.p )

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### 2620 AEROCHUTE 32-1949



Regn. Exp.17 Feb. 2012 Last LAME Inspection April 2011 By Aerochute Industries. Airframe & Engine 130Hrs. Landings 120. Engin Rotax 503, Propeller: Ivoprop TBA 58 Inch 11Degree 3 Blades. Custom Built Alum. Trailer with Lock-Up Tool Box & Electric Remote Controlled Loading Winch & 2 Loading Ramps. Parabolic Suspension CSA alum. Wheels 4x4 33 Inch BFG A/T New Tyres. Icom IC-41S UHF Receiver 2 Lynx Micro Head-Sets Lynx Intercom Radio Interface 2 Safety Helmets, Flying Suits 2 Scott Flying Goggles, Air Rule & Operations Manuel. Deep Cycle Battery to Operate Loading Winch. Total Price \$ 19,500 Ph 0414 912 424

### 2621 WANTED

Garmin 12CX GPS (South Pacific) in working order. Ph Richard 02 6345 0445

### 2622 WANTED

Looking for Rotax 582 or 503 for new UF05RG. Ph David Rowe 0408 613 171

### 2623 JABIRU SP-6, 19-3485



Regd to 27/6/2012, TTIS A/F 449 Hrs, Engine 14.4 Hrs (New) 3300 (120 hp) Hydraulic Lifter. Garmin 126/8 GPS, Icom A200 Radio / Intercom, ASI, ALT, RPM, EGT, Turn Co-ord, Oil Pressure and Light, VSI, CHT, Oil Temp, Volts, Elec Fuel Pump, Compass, Throttle Lock, Wheel pants to mains, Hyd Brakes, 80 Lit Tank, Cockpit cover, Build Books, Extras. A great little craft in great condition, VNE 132, Cruise 110-120 Kts. Asking \$69,000, East Gippsland. Phone Ray. 03 5155 5181; 0411 956 734 (Optus), [rjwheels@gmail.com](mailto:rjwheels@gmail.com)

### 2624 TECNAM P92 ECHO SUPER



912uls TT 190 hrs. Extras include Airmaster constant speed prop, 96 litre tanks, Icom A200 VHF comms, Garmin Mode C transponder, Furuno panel GPS, Flight comm intercom, JPS fuel computer Electric AH, Portable ELT, Altronics headsets, Lambswool seat Covers, Located Palmers Island NSW \$95,000 inc GST Ph 02 6645 2777

### 2625 PIONEER 300



Jabiru 3300 powered, retractable geared, transponder, Garmin 296 GPS, Micro radio & intercom, electric trim, VFR instruments, RA-Aus Registered, fuel miser, 34kts stall, 130kts cruise. All up 260hrs, this aircraft has been hangared, service records up to date. Just a dream to fly, many other extra's \$140,000, call Mark on 0448 387 828, No GST.

### 2626 RURAL PROPERTY/ PRIVATE AIRSTRIP



Northern Victoria, nestled on the northern slope of the Terrick Terrick National Park, 15min from the mighty Murray River, 50.88 Acres, 800m grassed airstrip with Council permit, 2000 trees planted around perimeter, new hangar with rainwater supply servicing solar hot water service, shower and hand basin, soon to get new pipe line for stock and domestic water supply. Location Jungaburra Road Terrick Terrick. \$195,000 call Mark on 0448 387 828.

### 2627 SONEX GP 2180



Sensenich prop, Ellison injection, Microair, Garmin AERA, Complete engine instruments, test hours only. 110 KTS 15 LPH \$40,000. Ph 02 6955 2655.

### 2628 XAIR HANUMAN



Late 2009 Model, 912 Rotax 80 Hp, Warp Drive Prop, Engine 97hrs Airframe 81hrs, usual instruments. Microair Radio with separate Intercom & 2 headsets, Cruise around 75-80 knots and uses standard unleaded 13-15 lts per hour, 80 lt fuel tank. Ultralam easy clean covering, wings can be folded about 15mins. Large cabin with small baggage area behind seats. Overall cheap to run, easy to maintain, good first aircraft. \$36,500 Bundaberg Ph 0407 782 834

### 2629 ZENITH STOL CH701



Rotax 912 80 hp, 620 hrs A/F & eng VFR instruments & all standard engine gauges plus dual EGT & fuel computer. VHF radio headsets & coms. Always

hangared. Have finished next one. \$45,000 ono. Delivery by air can be arranged. [linart@aussiebroad-band.com.au](mailto:linart@aussiebroad-band.com.au) 08 9655 3090

### 2630 SKYFOX GAZELLE

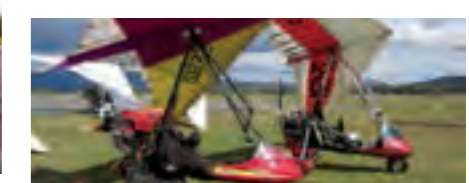


This Gazelle has usual features, plus reskinned wings with aluminium aileron hangers, Bolly three blade prop, Cummins Spinner, refurbished upholstery, headsets & GPS. Good reliable aircraft. If you have a mobile home that's done its job, negotiable! Bendigo based. \$36,000. Email [lan radtool1@bigpond.com](mailto:lan radtool1@bigpond.com) or 0407 808 478

### 2631 FISHER KOALA

202 Taildragger J3 Cub single seat (look on Utube) Flies like Cub. 1600 Jabiru motor purrs at 2400 rpm, very quiet cruising at 60kts. Stalls at 29 kts, extreme shortfield takeoff. Pure pleasure to fly. Radio and headset. Aircraft in great condition. \$9,000 Steve 03 5233 4603

### 2632 MEDWAY. RAVEN



Must sell! Medway. Raven. Jabiru 2.2 Sweetapple prop. Full instruments, long rang tank. Cruise 58kts. Rear disc brakes. Radio, headsets, intercom, Helmets. G.P.S. 1 owner. 101hrs TT. \$26,000 ONO. XT912 Streak III. Microair radio, Linx headsets/intercom, Helmets, Full covers, Rear discs, 150hrs TT. One owner. \$50,000 ONO. Contact Peter 0418 278 012 [airscape@tpg.com.au](mailto:airscape@tpg.com.au)

### 2633 JABIRU LSA 55/3J



55-0664, J2200 with 524 hours airframe, 128 hours eng, Lowrance GPS, headsets, good condition, Port Wakefield. \$35,000 Ph 0428 682 120

### 2634 CHEETAH SIERRA 19-5473



TTIS 68hrs. Jabiru 2.2 Hydraulic Lifters. Sensenich 60 X 46 Prop 10hrs. Matco brakes ASI, VSI, ALT, TBI, 2 X EGT, 2 X CHT. Icom ICA 200 radio & Flitecom



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Mobile: 0428181092

intercom. 2 X Avcomm Headsets. Lowrance C2000 GPS. Located Taree NSW. \$62,500 neg No GST. Ph 02 6552 2383 Mob 0429 954 479

#### 2635 SAVANNAH SERIES 2 VG 2005



455hours. 100hp 912. Always hangared. 150ltr tanks @ 17 lph. Tundra tyres. Three bladed Kool prop. Landing light. Bubble doors (makes it wider). X-Com radio with inbuilt intercom. Extended luggage bay. Fuel flow meter and standard instruments. Lowrance 2000c GPS mounted. \$55,000 Ring Tom Grierson 0419 414 031 or email lem2fly@hotmail.com

#### 2636 JODEL 18/JABIRU 2.2



Engine mount for sale, new unused, \$750. Other Jodel parts available. Phone Bob 07 3800 8474

#### 2637 XAIR 2.2



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

#### 2638 DRUINE TURBULENT AT100



19-4864, built under 101.28, brand new with permit, 0 hrs. Single seat wooden, VW 1835cc. Expect 90+kts cruise, stall 32kts. 14 lph, total 401. dual ign. (Bendix mag. + coil), 25A alt. Fifth plans - built by experienced builder. \$19,000. 02 4351 1437 or email moola@tpg.com.au for more pics etc.

#### 2639 LIGHTWING GR912A



Always hangared, great condition, Bolly 3 blade prop, full instrument panel, easy to fly, UHF/VHF radios, Garmin GPS11, 80litres fuel, cruise 65/75 Kts at 11/13 litres per hour. \$42,000 ONO Located Northern Tas. Ph Paul 0438 982 469 Email p.cscott@bigpond.net.au

#### 2640 RAND KR2



KR2 19-7814, low time EA81, belt Redrive, extended wing and flaps. Complete aircraft. New panel, engine instruments, oil cooler thermostat, battery, wiring, fuel pumps, filter and piping. Refurbished brakes. Overturn accident requires prop, wheel axle, canopy plus simple wood/fibreglass repair, or hurry your project along! \$16,950. Frankston 3199 Ph 0419 333 525

#### 2641 JABIRU J120-C.



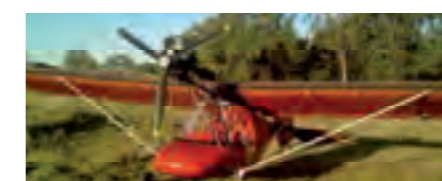
Reg. 24-7002 Factory Built December 2008. Cruise TAS, 105 Kts on 14 Lph. This aeroplane has always been hangared. Approx 250 Hours Engine/Airframe. Level 2 Maintained. Many extras. Genuine reason for selling. Asking Price \$57,000 ONO. Contact Steve 0457 179 960 Northam WA

#### 2642 TASMANIA. FISHER-KOALA BY PHIL BIRD



A delightful, beautifully built single seat a/c. Electric start Rotax 447. Cruise 50kn. Stall 27kt. Excellent short field T/o and landing. Stunning visibility. Icom radio: 161 hours: Removable wings. Custom trailer available. Pics of construction at adenwickes@optusnet.com.au

#### 2643 THRUSTER T 500



TT 1165 hrs. Rotax 582. 225 hrs since rebuild. VH & UHF Radio. Hangared at Helidon Qld. Flies great and well maintained. \$15,000 complete and engine and gearbox also available. For more info Ph 0427 622 176

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The 2011 Annual General Meeting has been called in accordance with Rule 21 of the Constitution & Rules of Recreational Aviation Australia Incorporated.

In Accordance with Rule 24 and By-Law 2, notice of this meeting is hereby published in the official journal of Recreational Aviation Australia.

**Time:** 1.00 pm  
**Date:** Saturday 24th September 2011  
**Venue:** Recreational Aviation Australia Inc.  
Unit 3 Centre Court  
1 Pirie Street  
FYSHWICK ACT 2609

### AGENDA

1. Opening of the meeting, receipt of apologies and proxies.
2. Minutes of the last Annual General Meeting.
3. Business arising out of the Minutes of the last Annual General Meeting.
4. Presentation of Annual Reports by the President, Secretary and Treasurer.
5. Business arising from Annual Reports and Questions from the floor.
6. Any Motions on Notice.
7. Declaration of the result of the Board Elections.
8. Close of the Annual General Meeting.

The Recreational Aviation Australia Inc. Board Meeting will immediately follow the Annual General Meeting.

### NOTICE OF INTENTION TO PROPOSE SPECIAL RESOLUTIONS FOR CHANGES TO THE CONSTITUTION OF RECREATIONAL AVIATION AUSTRALIA INCORPORATED.

The following proposals have been made by members.

The first proposal for change to 25 (vi) aims for minutes of general meetings to be available to members in a timely fashion by allowing the option for publication on the RA-Aus website. There has also been concern that minutes should not be released before they are ratified as true and correct which needs to happen by acceptance by members at the next Annual General Meeting. In order to overcome this problem, it is proposed to specify that unratified minutes be distributed following the general meeting.

The second proposal aims for more financial information to be available to members on a regular basis.

#### Proposed special resolution 1

Existing clause 25 (vi) :

"As soon as practicable after each general meeting, the Secretary shall cause a copy of the minutes of that meeting to be sent to each Board Member and the Editor (for inclusion in the next RA-Aus journal), The minutes shall include the names of the Members represented, the names of their representatives and assistants, the names of any other persons present and their role, and the proxies received."

#### Proposed change :

That Part IV - 25(vi) be modified to read :

"Within 30 days of each general meeting, the Secretary shall cause a copy of the unratified minutes of that meeting to be sent to each Board Member and to be published in the next available edition of the member magazine and/or the official RA-Aus web site. The minutes shall include the names of the Members represented, the names of their representatives and assistants, the names of any other persons present and their role, and the proxies received."

Proposed by : Graham A Pemberton 018001

Seconded by : Peter F Holmes 017136

#### Proposed special resolution 2

That Part III - 15 (Treasurer) be modified by addition of a new clause 15(iv) to read :

"The Treasurer shall produce a financial statement of accounts twice yearly and publish to the membership, the first occasion being not more than 30 days after the end of financial year, thereafter 6 months later."

Proposed by : Graham A Pemberton 018001

Seconded by : Peter F Holmes 017136

These special resolutions will be proposed for vote at the Annual General Meeting on Saturday 24th September 2011. A special resolution requires ¾ of the votes to be in favour of the proposal from those members who are entitled to vote and either attend and vote in person at the general meeting or appoint a proxy who is attending the meeting to vote on their behalf.

If you are unable to attend and you are entitled to vote, I encourage you to participate by appointing a Financial Member of the Association who will be attending the meeting as a proxy to vote on your behalf.

A form for Appointment of Proxy is included as an insert for members with this issue. Please read the instructions carefully before completing the form. For your appointment of proxy and vote to be valid, the form must be completed correctly and reach the RA-Aus office at the address provided in the instructions no later than 1pm Friday 23rd September 2011.

Lynn Jarvis  
Secretary

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### NSW/ACT BY-ELECTION NOMINATION LIST 2011

Nominations received as at 4.00pm EST, Friday 24 June 2011

#### NSW/ACT (1 position)

- Mark Dunstone
- Colin Jones
- Don Ramsay

#### Notes on the Optional Preferential voting system

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

A ballot will be held for the region listed above. Voting will close at 4.00pm EST, Friday 9 September 2011. A ballot paper is inserted in copies of the August 2011 Sport Pilot magazine where a vote is required.

Counting of votes will be by the Optional Preferential System.

Julie Roll, Returning Officer  
Member's Statements appear in alphabetical order of surname.

### MARK DUNSTONE

I am standing for the RAA Board for two reasons:

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

My skills and expertise would enable me to make a valuable contribution to improve the organisation for members.

My main objectives are:  
Improved corporate governance to ensure the organisation better serves and is more responsive to members.

Better reporting to members, particularly on achievements (and failures) to reduce regulation and red-tape.

The development of a challenging list of regulations and rules to abolish.

Better control RAA costs. Charges to members should be falling not increasing.

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

There is an ongoing growth in unnecessary rules, bureaucracy and red-tape. For example, my pilot certificate is now plastered with a long list of ridiculous endorsements. Where will it end? Will we need a separate endorsement for Jabiru and Rotax powered planes?

Why not for every type, model and colour of aircraft?

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

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

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

My flying experience has involved the following: gliding in New Zealand in the late 1980's building a Jim Maupin Carbon Dragon which I flew with the HGFA. It was with the Carbon Dragon that Bill Moyes introduced me to powered flying with the Dragonfly tug for hang-gliders.

I built a Team Minimax and powered by a 1/2 VW engine and registered under the AUF. I had many hours of flying fun with this aircraft which I flew to Narromine several times.

My next plane was a Cygnet SF2A. I built this plane which is powered by the most simple 1835 VW engine conversion. Ten years later I still think the Cygnet is a fantastic plane

and early this year I flew the Cygnet to Charleville and back to Bungendore, all two-up except for a couple of legs.

With a few mates I am now currently building a Sandlin like basic ultralight glider which we intend to power with a brushless electric motor.

What other skills, expertise and experience would I bring to the Board? In addition to private sector employment I have over 20 years experience working at senior levels in the NZ Government and the Commonwealth Government including extensive work in developing legislation and regulation, reforming international treaty organisations, negotiating trade agreements at the WTO and working with senior Ministers. I also have significant training in law. Outside of employment in the 1990s I was involved in successful advocacy against mal-administration in government land which was losing millions of dollars of public funds, and also against a large multinational company to withdraw misleading consumer labels on its food products.

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



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### COLIN JONES

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

Relevant experience:-

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

As a Professional Engineer and IT Manager I have had significant experience in turning

needs into solutions using technology. This required making the business case, determining standards, issuing and selecting tenders, employing staff and ensuring that the solutions were implemented in accordance with needs, met requirements of timeliness, costs and utility.

As the Treasurer, being part of the executive team, I had oversight of the organisation which was operated by a CEO. The function of the executive was to represent the members, setting the targets budgets and fees and monitoring the operations. With changes to the legislative basis of existence there was regular needs to review the rules of the organisation to ensure compliance and, as we changed through a range of mergers, to ensure equity and fairness of outcomes as well as representation and governance.

My involvement with Recreational Aviation is recent, however I have a life long family association with aviation where my father and uncles were commercial pilots and my brother a LAME. An early decision to go to University limited my choices to flying or eating and later having a family had the same effect. Having

the kids off my hands meant I could once again indulge, now in RA, and it is bringing much enjoyment.

I am offering myself for election as I believe I have qualifications and a range of experiences that will be useful to the board and of benefit to the members. I understand that there are issues of transparency and representation which are causing some debate as well as how the organisation is travelling financially and as the representative body of the members and as the delegate of CASA. As the board of a member based organisation the RA-Aus board must face these challenges which are unlike those of a public company where you can sell your shares and just walk away.

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

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

### DON RAMSAY

I live near Newcastle at Lake Macquarie and fly mostly out of Warnervale on the Central Coast. My qualifications include a Commerce degree from the University of Newcastle and I'm CPA qualified. My career in Finance Management was mostly with BHP and Rio Tinto in Newcastle, the Hunter Valley and Sydney. I retired in February 2011.

**Why have I decided to stand for election?**

RA-Aus is not a small organisation. It has nearly 10,000 members and annual income exceeding \$2 million. The Board doesn't really need more highly experienced aviators. I think it would, however, benefit from the Organisational and Financial Management expertise that I can bring to it.

I have been motivated to stand for election to the Board because I have been alarmed by the lack of financial planning and poor reporting to the Board and virtually non-existent financial reporting to the membership. The need to increase fees and charges can, I think, be traced to the lack of good financial management prior to the appointment of the current Treasurer.

I have also been concerned by the preference of a significant part of the current Board to operate with an unreasonable level of secrecy. This was clearly demonstrated by state-

ments from Board Members at the recent NATFLY 2011.

**What would I do if elected to the Board of RA-Aus?**

- Greatly improve two-way communications between the Board and the Members. Getting the Members' views to the Board Room and getting what happens in the Board Room back to Members is just fundamental to being a Members' Representative and for the proper operation of a democratic association.
- Discover why our finances have deteriorated to the point that we've had to face raised fees and charges; and, to work hard towards achieving more efficient and effective use of funds. We do not seem to have gained economies-of-scale from the rapid growth in membership numbers.
- Develop financial reporting processes for the Board and the membership so that all can readily see how our finances are travelling over time.
- Review By-Laws made by the Board to ensure they serve the best interests of all the Members rather than just a few on the Board. By-Laws are just as binding as the Constitution rules but, where it takes a 75% majority of Members to vote a change in the Constitution, it only takes 7 out of 13 Board Members to create, amend or delete a By-Law.
- Understand the roles of Staff and their relationships with the Board as they are now and work towards a clear definition of roles and reporting relationships that best serve RA-Aus.
- Assist in the preparations for and running of NATFLY each year. You don't have to be on the Board to do this but with Dr. Carol Richards off the Board and Mr Caban's Board Membership being contested, there will need to be a Board Member or Board Members made responsible for the overall planning and execution of NATFLY 2012.
- Contribute to the re-development of the RA-Aus website to ensure it provides the functionality that makes dealing with the RA-Aus Office easier and the facilities that we would most benefit from like, e.g., Weather in plain English.
- Defending airports from closure should be a major priority for RA-Aus as should supporting organisations like CRAA who are trying to establish a new RA-Aus airport in the ACT. Email: [dramsay47@westnet.com.au](mailto:dramsay47@westnet.com.au)

tionships with the Board as they are now and work towards a clear definition of roles and reporting relationships that best serve RA-Aus.



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• Contribute to the re-development of the RA-Aus website to ensure it provides the functionality that makes dealing with the RA-Aus Office easier and the facilities that we would most benefit from like, e.g., Weather in plain English.

**By-Law 4 declaration:**  
I have no positions of income, remuneration or honorarium in any organisation with aviation related interests.

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# Going wireless

EQ Headsets, a small company from Western Australia, has led the world with an imaginative product we all could use. An aviation headset which doesn't need to be physically attached to the aircraft to do its job. The company's marketing manager, Gordon Marshall, explains.

"THE EQ1 wireless ANR headset has its roots in military RF design. Its inventor/designer, Gary Sargeant, is a physicist specialising in RF/communications equipment when he first learnt to fly.

He made a bold prediction. "I can do better than that and I will make it wireless!" Doing 'better than that' was a large undertaking. Headsets are finicky beasts and Gary discovered there was more to it than meets the ear.

A couple of years of dedicated frustration, locked away for hour after hour, resulted in the first tentative test flight of a wireless headset. The results were not perfect but very very close. Gary proved it could be done.

Modifications were made, software evolved and many more test flights conducted. Within just a few short months in late 2008 EQ Headsets was selling the world's first wireless aviation communication system. It now has customers who've clocked up over 1000 hours of tangle free talking

and listening. EQ Headsets has chosen functionality over fashion. The ear cup shape is more suited to reducing noise in the cockpit through passive noise reduction. They are slightly larger than the modern ANR headsets that rely on just their ANR properties.

The EQ1 cups are good at reducing noise passively. You don't need to turn them on to experience good noise reduction. But when you do, the ANR fires up for an extra amount of noise reduction. As well, if they are being used in conjunction with the companies' MNR (microphone noise reduction) using the EQ-Link, the noise from the cockpit entering the microphone is also reduced. It makes for a cleaner transmission.

There are several unique features. The most obvious is 'Audrey' - the voice built into the headset which lets the pilot know what is going with volume control, programming, battery levels and battery life.

As a result of its development work, EQ Headsets has also developed the EQ-Link. The unit plugs into any aircraft's existing headset jacks and turns it wireless.



The company has sent one of its headsets to Sport Pilot for review. We'll report back on what we think of it in a future edition. In the meantime, for more information [www.skysportsinnovations.com.au](http://www.skysportsinnovations.com.au)

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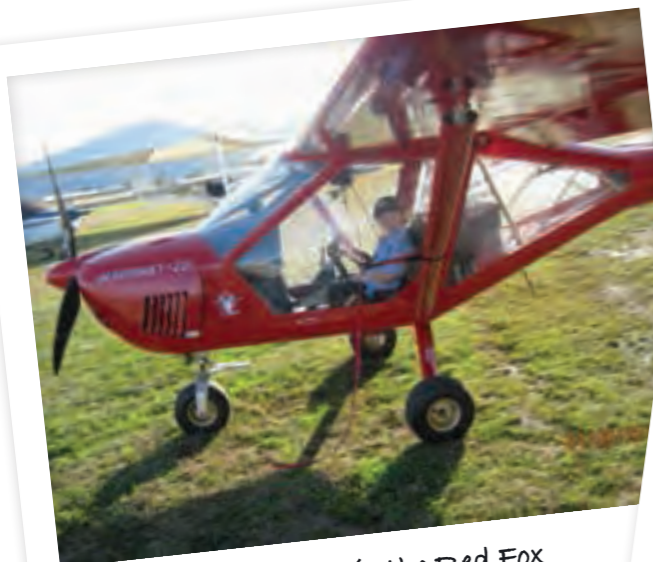
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How could we resist? Zach wins this month's pilot gear prize from Sport Pilot. In the hope that it keeps him dreaming.



Zachary taxis the Red Fox




The future Qantas captain

# My first flying lesson

by Zachary Cadalbert

**M**Y name is Zachary Cadalbert and I am 8 years old. On June 4, 2011 I went to Scone airport and got the chance to taxi in a Foxbat. The plane I got to have my first try in was also a Foxbat. I got to drive the Red Fox around the airport. My favourite part of my first flying lesson was moving the controller stick to steer the plane. I flew

above my house and I saw my mum and sister waving at me. I also got to talk in a microphone which was connected to headphones. I also got to sit in the pilot seat when I was flying. This was a fantastic experience and I hope to continue flying. When I am older I want to fly the big jumbo jets overseas. So this is my story about my first time flying.

 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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