

# SPORTPILOT

RECREATIONAL AVIATION AUSTRALIA / AUGUST 2015 VOL 48 [8]



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Cover: LSA Skycatcher over tiger country. Photo RNAC

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"RA-Aus sets up for the future with a draft new constitution"



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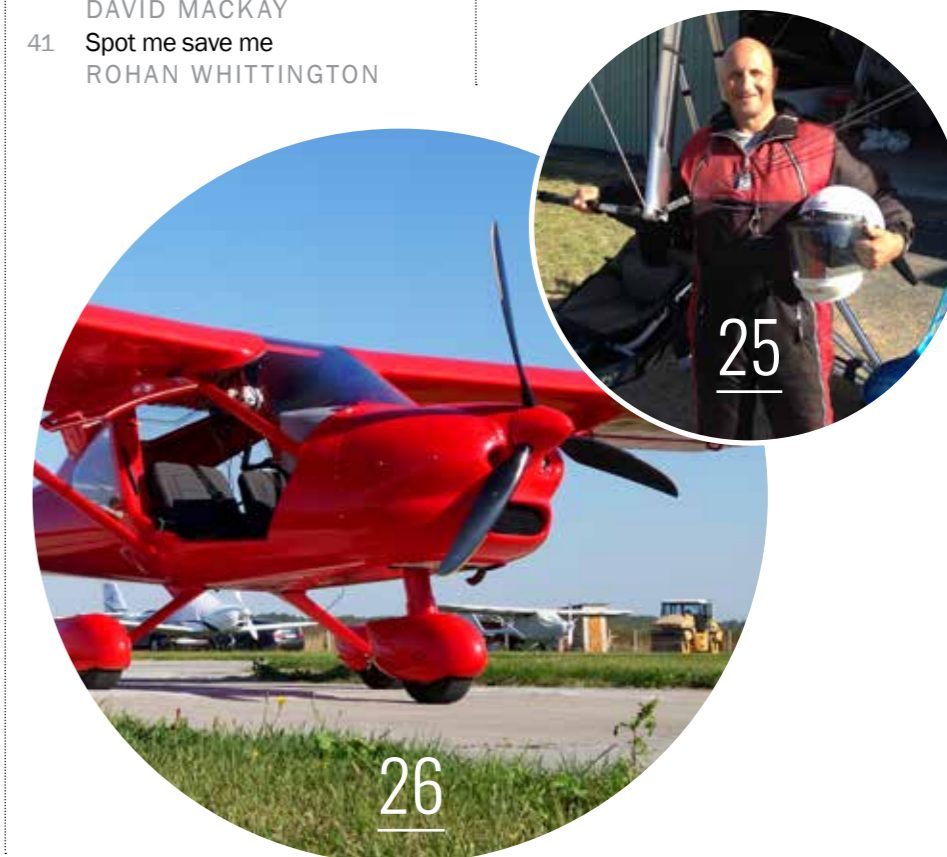
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### ONE MAGAZINE TWO FORMATS

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# Organisational change

BY MICHAEL MONCK

In the past few years we've come a long way. We've begun a process of change which is helping us move away from a small club mentality and into the responsible organisation we ought to be. Having said that, there's more which needs to be done.

Major changes are needed in several important areas:

- Our board;
- Our legal structure;
- Our constitution.

We began the conversation about these topics some time back. Written submissions were called for in the March edition of *Sport Pilot* and, during the many conversations I have with members, these three topics are recurring themes.

Our board currently consists of 13 members spread across the country. This may have made sense in the days when the tyranny of distance governed how we communicated, but it's becoming somewhat irrelevant in this day and age. I regularly talk to members from all corners of the country and receive at least two emails every day from every state. And members from all over the country frequently contact our professional staff directly to deal with day-to-day matters. There is no longer any need for a large geographically based board. Australia is a smaller place than it used to be.

And this isn't just my view. Reducing the size of the board has been suggested time and time again to me by members from all over Australia. There are many benefits to a reduced board size, but let's focus on the obvious one - cost. If we had a board half the size of the current one, we could hold twice the number of face-to-face meetings using half the discussion time on each occasion and still get the same amount of work done, all at the same cost.

We do, however, need to keep two things in mind. We need to maintain a diversity of opinions, experience and knowledge on the board. Without this, the board won't do its job properly.

And we cannot afford to lose touch with members simply because they aren't located near a board member. A few ideas have been put forward to try and prevent this, one of which includes a system of 'member advocates'. These geographically scattered 'advocates', while not being board members themselves, would provide a simple channel of communication to the board. They would provide a formal way of making sure the board hears the views of members directly, no matter where they live.

Naturally, you can always speak to a board member directly using email and phone etc and our managers in the office can be contacted the same way.

The second big pillar of change will be around our legal structure. For all intents and purposes such a change will not be visible to members. It will, though, mean our administrative burden will be greatly reduced.

Currently we are an association incorporated under A.C.T. law. This means we report our activities to authorities in the A.C.T. We have to let them know of any changes to our board or public officers, lodge our financials, notice of changes to the constitution and so forth. It also means legally we are not permitted to operate across borders and do business in other states or territories.

To get around this last hurdle we are, what is known as, a registrable Australian body. This permits us to carry on a business outside of our incorporated jurisdiction. It sounds complex, and it is, but it can be distilled simply. For example, we are not recognised under NSW law so we can't charge a fee to someone in NSW or otherwise carry on business there. To get around this, we register with another body which does recognise us and makes it legal. This highlights the complication. It means that to be compliant, as well as reporting to the A.C.T, we also have to report to ASIC. So our reporting requirement is double what it should be. What's worse, the reporting requirements are not compatible between jurisdictions, so it's not just a matter of sending the same information to two places. We spend a lot of time and effort preparing and massaging information to suit the different regulators.

It has been suggested, and I agree, that we should change to a company limited by guarantee. This would give members the same level of protection as before, but would eliminate the need to report to two regulators. Our costs would be lower and our structure simpler.

All of these changes would require us to adopt a new constitution. We need a more modern constitution anyway, one which recognises we are a much larger organisation with much more responsibility than back when our current constitution was drafted. We need a constitution which recognises the world has also changed around us and is still moving. And, while we are at it, we also need to remove a bunch of inconsistencies in our current constitution.

Earlier this year the board called for recommendations about a new constitution. We have heard your views and been hard at work turning them all into a draft proposal. As I type this, the board is reading through the draft. It will soon be made available for you to discuss and provide feedback on, before we put it to a vote in early 2016.

Our goal is to set RA-Aus up to be a stable organisation for years to come, with good governance and sound management in place, while keeping member's interests at the centre of everything we do. ☺



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## CALENDAR OF EVENTS

### A. 16 AUGUST GRAFTON WINGS AND WHEELS

At South Grafton airstrip. Vintage, classics, sports, touring cars, motorcycles, caravans, boats, go-karts, race cars, engines. Food and drink available. Free entry, free parking. For more information, [www.graftonaeroclub.com](http://www.graftonaeroclub.com).

### B. 22-23 AUGUST BIG BOYS TOYS EXPO

Exhibition Park in Canberra. The first of its kind on the east coast. The two-day interactive expo will create the ultimate playground for Canberra and the region's big boys to see, touch, experience and buy all the toys, tools, gizmos, gadgets, sports and hobbies they've always dreamed of. 10-5pm daily. \$15 entry. Kids under 15yrs - gold coin. For more information [www.bigboystoyscanberra.com.au](http://www.bigboystoyscanberra.com.au).



### C. 29-30 AUGUST GATHERING OF EAGLES

Watts Bridge Memorial Airfield Inc. invites all aviation enthusiasts to be part of the annual fly-in. The theme this year is 'Remembering Gallipoli'. Overnight camping on the field encouraged. Expect to see a huge variety of aircraft types as well as vintage cars, military vehicles and WW1 and WW2 military re-enactors. On-field catering, three course dinner Saturday evening (booking essential) and breakfast Sunday morning. Coffee and cold drinks available all day. 100LL Avgas available. Admission for pilots and aircrew free with no landing fees. For more information, [www.wattsbridge.com.au](http://www.wattsbridge.com.au).

### D. 29-30 AUGUST COFFS HARBOUR CENTENARY OF RAIL

Owners of vintage, veteran, classic and preserved vehicles are invited to the first Coffs Harbour Motorfest. This event will become part of an annual event known as "Smoke on the Water Festival". The centenary will bring four forms of transport together in one place at the same time. The event will feature a steam train, historic ships and boats, vintage aircraft, helicopter flights to South Solitary Lighthouse, model train display adjacent to station. Food stalls and markets at the Jetty foreshore. For more information, [centenarymotorfest@gmail.com](mailto:centenarymotorfest@gmail.com).



### E. 4-6 SEPTEMBER AUSFLY

Australia's recreational and sport aviators return to Narromine for another big weekend. Workshops, seminars, air displays, entertainment and more. For more information [ausfly.com.au](http://ausfly.com.au).

### F. 12 SEPTEMBER WINGS OVER WARWICK

Queensland Recreational Aircraft Assn incorporating Warwick Aero Club ([www.qraa.info](http://www.qraa.info)) invites pilots and enthusiasts to Warwick Aerodrome (YWCK). The strip is 1,600m all bitumen with no landing fees ([www.warwickaerodrome.com](http://www.warwickaerodrome.com)). Includes model plane display. Food and drink available. For more information, Graham Hawthorne 0427 377 603, Kelvin Hutchinson 0407 733 836 or Phil Goyne 0417 761 584.

### G. 10 OCTOBER RA-AUS 2015 ANNUAL GENERAL MEETING

The meeting will begin at 2.00pm at the Brothers Club, 130 Takalvan Street, Bundaberg. At 3.00pm, following the AGM, members can take part in open discussions with the board and CEO. At 4.00pm discussions will be held about the draft constitution.

### H. 5-6 MARCH 2016 AEROFEST

Busselton Aero Club in WA. Big family day with everything aviation, skydiving, food and drink. Saturday evening BBQ. Busselton Regional Airport is the gateway to the Margaret River wine region. For more information, Ken Manton 0429 967 172 or [ken.manton@bigpond.com](mailto:ken.manton@bigpond.com).

### I. 13 MARCH 2016 CLIFTON FLY-IN

This has become an iconic event in the region and is the premier attraction for all types of aviation in southern Queensland. See various types, shapes, sizes and models of recreational, ultralight and homebuilt aircraft. Come late pm Saturday for BBQ and drinks. Fly or drive in, see ERSA. On-field camping, bring your swag. Advise for catering. For more information Trevor Bange 0429 378 370, (07) 4695 8541 or [trevorbange@bigpond.com](mailto:trevorbange@bigpond.com).

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"It's nice being able to fly home in the summer," says pilot Terry Ryan of rural Victoria, Australia (upgraded Jabiru 3300 engine featured below). "Before liquid cooling, the Jabiru engine had all sorts of heat related problems."



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## UNRIVALLED SUPPORT

### OLD DOG, NEW TRICKS

As you would be aware at times my contributions to *Sport Pilot* have always been straight from the shoulder, not all good.

I would like to say, and I think on many members' behalf, that the magazine is in good hands. This has not always been the case.

This digital copy is great, after I found my way around it. It helped my stress situation dramatically. Why? I had lost my coffee table magazine which, among others, was always first to be picked up. So in reality I was afraid at my age I had lost another pleasure. I used to wait for the postie to drop it off.

I was going to share a printed copy with a friend - \$45 each. That's not on now and I have already downloaded a copy to him. Just have to put some short cuts in for him. I am sure he will be happy.

In the past I always put pen to paper about things I didn't agree with or where I felt we should be going.

So I ask all members to give it a go and help the association cut costs and time.

Can we have more technical articles please? There are still many technical issues to be dealt with internally and externally.

Thanks for a great magazine.

**KEITH BAKER**

### THE FUTURE OF NOW

Welcome to the future. It's been around the corner for so long now it was easy to believe it would ever arrive. But here it is and it will have some interesting features for those who enjoy the sport of aviation.

Starting with the simplest changes - you will, by now, have noticed that a surprising number of aircraft components, and in fact entire aircraft, are made from space age composite materials. The space age was a long time ago, but development has continued apace and it is now difficult or impossible to match the performance of composites with any of those stuffy old fashioned materials like that funny aluminum stuff our American friends are always talking about. Probably goes well with titanium and beryllium, ho ho!

Lovers of fine electronics will have noticed that big flat screen TVs have been sneaking into our cockpits - so much so it is easy to think that bigger and brighter flat panels will be the future or even the state of the art in aviation. They will be there, to be sure, but only as a small player. No, I'm afraid that the future (as in now) has very little to do with shinier control panels and watching the latest blockbuster at 4,000ft.

The future is indeed heading towards much more computerisation and our personal slice of this paradise will take the form of Otto the autopilot.

Perhaps an analogy may help to explain. A few decades ago the world was introduced to a computer which could play chess at the highest levels. It was a great gimmick and the world watched with great amusement as the best players were pitted against the machine. The best humans discovered they could beat the machines, but it was often a close thing. Fast forward to today, and you find that very affordable and very small chess computers are better players than pretty much anybody on the planet. Note that last sentence - we are not talking about some hulking experimental computer in a basement and connected to a very large 3 phase power cord and large geek army maintaining it. And we are not talking about some esoteric competition; it is a cheap little box against everybody on the planet. And it's winning.

And so it is with Otto. Not only can he fly better than anybody, except perhaps a very select bunch of test and competition pilots, but it is easy to give him the cumulative yearly flying experience of all the other Ottos around the world. Imagine 100,000 hours of flying experience on a USB drive.

But it's not all bad. You'll still be able to fly manually and Otto will have a heap of features to help you enjoy your flying. He will be always be in contact with the ground, GPS and other aircraft, so you'll never get lost or run into prohibited airspace, and you'll always know where other aircraft are located which makes them much harder to run in to. And - this is good - if other aircraft are getting hammered by weather, you'll be advised of their G force readings and you'll be able to plot a better course. Plus, if you find yourself in zero visibility, Otto will be able to fly you out again. Yes, alright, there is also a free set of steak knives. Unmanned aircraft are on the rise and sport aviation will finally be able to make some real progress. It goes like this - robot aircraft don't have a pilot and so it's not a tragedy if one falls from the sky - expensive maybe, but not tragic. It then follows that designers can free themselves from convention and explore clever new solutions, free from the threat of grieving relatives and not so grieving insurance companies.

Antique aircraft engines? Bin them. Bizarre control cables which wind their way 17 times around every aircraft? Just say sayonara. Aluminium structures that are hand crafted from 1,447,314 individual pieces? Let us not speak of them again. There will be howls of outrage to be sure, but the robots are out there flying, flying, flying and it will be difficult to argue with, engines which run for countless hours and rack up lots of nines in reliability or nearly indestructible wings which are extruded in one piece.

And what's it all got to do with us? There will always be a place for the traditional stick and rudder pilot, but it may not be a very big

place and 'always' may not be as long as we would like. Government has always been a numbers game, and choosing between 5,000 enthusiasts flying antique aircraft and a powerful commercial sector which carries passengers and operates robotic aircraft for profit, may not be the difficult choice we would hope it to be.

You need not take my word for it. Go online and read about Andrew Ng of Stanford Uni. And boggle at an autopilot which automatically learns from the best human aerobatic pilots, distils their knowledge and then flies a helicopter through a spectacular aerobatic routine. Or perhaps you might like the swarm of multicopters which carry a net between them which they can use to catch and throw a ball. And finally, how about the multicopters which each balance a pole and then throw it back and forth by zooming upwards and flipping the pole?

And that is our future (as in, now). Exciting, isn't it?

**STEVE ANDELE**

### MATURE AGE READER

I am a retired light plane builder and pilot. I like to keep up my interest in aviation by subscribing to *Sport Pilot* and running a free USA course 'Desk Top Flying For Seniors'.

Like many in your Letters Page I dislike reading papers or magazines on computer for many of the reasons mentioned and will always buy a hard copy, as would most of your mature age members who comprise the majority.

I think you should print a breakdown of the magazine income and expenditure to justify the cost increase or have a rethink as to whether it needs to be so glossy.

**KEITH MANWARING**

*FROM THE ED / Have a read of the letters in the July edition, Keith, where a full breakdown of the costs was outlined.*

### SAVE THE POWERHOUSE

The NSW Government has decided they want to move the Powerhouse Museum from Sydney's Darling Harbour to Parramatta as a way of accessing the land the Museum sits on to sell for unit development on the site.

I have a personal interest in this because my dad's aircraft (Catalina), which was used to fly the Australia - South America route in 1951, is hanging in the museum and with the proposed move I believe (I don't know for sure) that there may not be enough space to rehang it and it will be mothballed.

I have no evidence of this yet, but with the proposed new museum being smaller there is a good chance this could happen. Aviation is already an aspect of history which is not often well represented in large museums (except



## LETTERS TO THE EDITOR

aviation ones) and the powerhouse collection is fantastic, from ultralights to the Catalina.

I think the museum should stay where it is, accessible to all of Sydney and to the millions of tourists who visit Sydney as well. If you would like to keep the Powerhouse Museum where it is could you please sign the petition (<https://www.facebook.com/savethepowerhouse>) and send on to anyone you think might be interested.

**GAI TAYLOR**

### JOB WELL DONE

Just wanted to pass on my appreciation to the producers and contributors of our magazine. It is one of the very few mags I look forward to reading cover to cover. The format, content, even the ads pull me in.

Even though I am a low hour pilot, I glean a lot of very good information and apply that info as practically as I can.

I have also noted the wide range of Letters to the Editor which are allowed to go to print. This is a credit to the openness/transparency of our organisation. To everyone at RA-Aus, keep up the good work.

**DAVID ABELA**

### PEER TO PEER LEARNING

I love my magazine. I leave it on the coffee table and read it gradually through the month waiting for the next edition.

I love reading about the 56 other owners who have planes for sale. So many different types of flying machines with lots of differing personalities.

Pity I will not be able to see their offerings for sale anymore in the magazine.

That's 56 owners not getting the advertising coverage they paid for.

I love to read all the commercial advertising. There's 51 in the latest magazine. Full colour expensive glossy advertisements. I like to read about their technology and their competitor's technology. Pity I will not be able to see their offerings collectively in one place anymore.

I love reading articles about the adventurous at heart and their flying adventures. I learn all sorts of tips and information that can keep me safe, warm and dry in difficult circumstances. It's the type of idle chat which used to happen in the hangar but sadly now does not.

What a pity the peer-to-peer learning through the magazine is being abandoned.

There's another 100 non-financial reasons for publishing the magazine, but the important one follows. I have already paid for the magazine in my subscription, so I think you should keep up your part of the contract and provide it.

**PETER DAVIES**

**FROM THE CEO** / Peter, you can still enjoy the magazine and the future sustainability of the organisation by subscribing. Plus magazines will be in flying schools and aero clubs for all to enjoy.

### A DILEMMA

First up, please let it be known that I perceive you and your staff are doing an excellent job restoring the creditability of RA-Aus. Thank you.

Having today received (and read) the June edition of *Sport Pilot* I now am faced with a dilemma – to subscribe to *Sport Pilot* or seek an alternative. My position is that of a self-funded retiree facing spiralling government and utility costs, compounded by diminishing returns from the investments on which I rely for living expenses. Extra outgoing dollars do count! I do, however, enjoy and seek to continue the enjoyment of flying my home-built aircraft as a recreational pursuit.

I choose to live in country South Australia and, despite being only 11km from our nearest town, my only available internet connection is by NBN satellite. Downloads are ridiculously expensive and hopelessly slow when compared to capital city based broadband services. Magazine downloads just don't work within these limitations. I tried to keep up with the CASA Flight Safety magazine when that went online, but gave up in frustration.

My question - Should I choose not to subscribe to a paper copy of *Sport Pilot*, can I be assured all relevant new information essential for me to continue flying safely and within changing regulations will be conveyed to me either by email or letter? I am on the RA-Aus email list.

**JOHN BIRRELL**

**FROM THE CEO** / John, RA-Aus is continually improving how we communicate with members. You will be well informed, but with all our members, individual responsibility must also play a part.

### BACK TO THE FUTURE

I can recall a time when we had milk delivered by the milkman and his horse and cart. The baker (the bread maker) would deliver by the same means. There was just one bread (white) in either ½ or full loaf. You cut it yourself.

I can remember making phone calls where we needed to call the operator, place the call and be asked every three minutes "are you extending"? The list goes on. Pen and ink - gone. There were once men and women who operated the lifts in department stores - gone. LP records and CD's - gone.

Why do I refer to these old fashioned ideas? Because we have to move on and realise that times change and our organisation needs to be adept at changing to meet them. That's life! That's what the board and the management team are doing right now on our behalf. They

live with an antiquated computer system designed for times which have now passed. The modern world demands more. Hence the planned large investment. Its thinking long term that will save our beloved organisation.

Fellow pilots, we need to grow up, act responsibly and get over the loss of the paper version of *Sport Pilot* (yes you can still have one, but at a cost). I have had many discussions with the CEO about the pressures on the organisation. The major one is financial. Staff has been pruned to the barest operational capacity. There is no operational fat left. We all need to remember the simple business rule...If your outgoings exceed your income, then your upkeep will become your downfall. It's that simple. We have been spending more than we received. RA-Aus was living beyond its financial means for too long and needed to stop the haemorrhage.

Don't get me wrong. I love receiving the magazine but it is such a large cost (\$400,000 per year) it can only be supported by either an increase in subscriptions or reduced facility. Something has to give.

Instead of complaining all the time about the loss, why not embrace the great work now being done by our organisation and its diligent staff. To me, the ongoing whining is a waste of emotion. Just give thanks for the progress we have made over the past year or so and look forward to things to come.

It will never be perfect but it will enable us to move forward in the modern digital world we find ourselves living in.

Now back to my 8mm movies!

**IAN MCDONALD**

### WELL FOUNDED AND FRUGAL

One omission from later editions of the magazine has been the regular column on accidents and incidents. As a very low hour pilot and a wannabe high hour pilot, I have found these to be very enlightening. In a perfect world accidents shouldn't happen, but the column was a great source of information.

A comment on the digital version of the magazine – unwieldy! I note it will be formatted differently in future, but that will be for iPads. I have a laptop. I have purchased the paper version but why weren't memberships just increased to accommodate that, with an opt out for those who didn't want it? Good revenue raiser maybe? We should all aspire to having RA-Aus being well founded but frugal.

**PETER MATTHEWS**

**FROM THE ED** / Pilot Notes is available on the website, with more detail than the magazine could hope to provide. There are also plans to introduce more stories about accidents and incidents very soon.

### U.S SYSTEM

Congratulations to Dick Smith for publicising the difficulties with CASA and Airservices (*Weekend Australian* July 11). These organisations have escaped public scrutiny for far too long and changes must be made.

I am a former US Commercial pilot and have used (and benefited from) the American system of having people on the ground using Unicom to talk to aircraft, even where there are jet operations, as at Ballina. The ground operators simply use a handheld radio and can be anyone from the refueller to the local flying service personnel, airline ground staff or firemen.

Of course they don't 'control' aircraft. Unicom is for advising on traffic, weather, runway conditions or obstructions. In fact, even a control tower doesn't really control aircraft movements. Ultimate control rests with the pilot. If a pilot was crazy enough to attempt to land a Cessna at Sydney Airport during rush hour, all the control tower could do would be to call in an F-18.

In a place like Ballina, to which I fly often, pilots talk to each other maintain separation in good weather. When the weather is bad, only the airlines and instrument equipped GA aircraft are flying and they should be under radar separation down to 700ft as in the US.

Particularly in bad weather there is a strong case for radios in the fire trucks to advise about ground conditions. Hopefully, CASA and the Air Traffic Controllers Union will allow this to happen.

**NORM SANDERS**

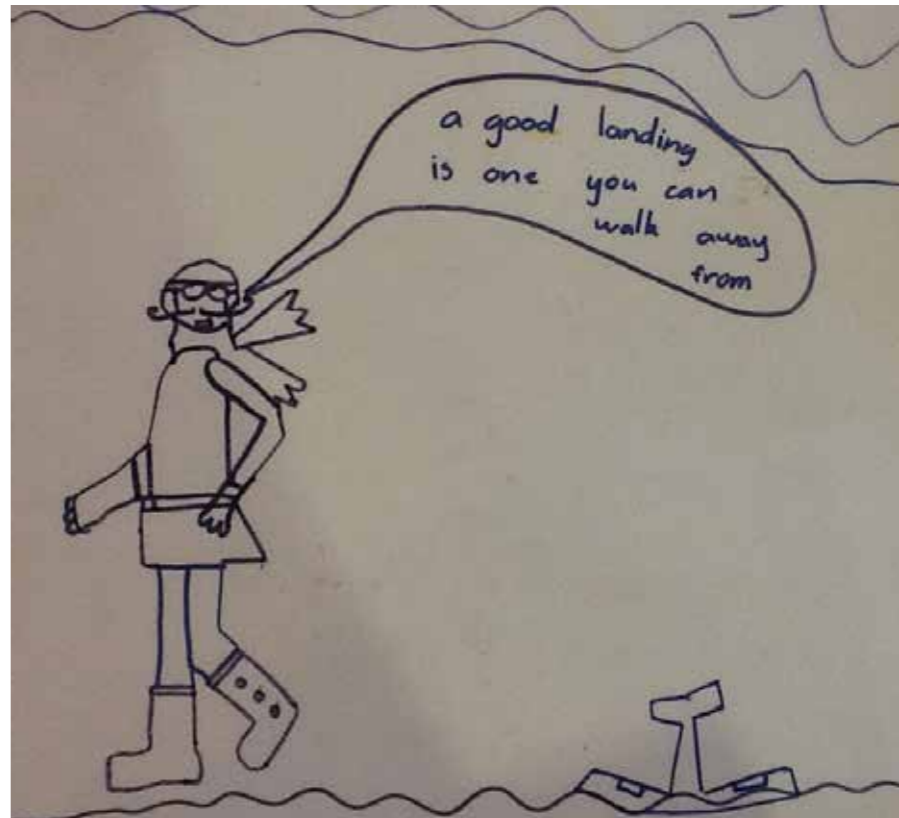
### SIZE DOES COUNT

It was a joy to get my electronic copy so soon this month.

But then a great disappointment to see the tiny font size and nowhere I could see to magnify it to a readable size.

I eventually got out an old magnifying glass (86mm diameter) and was just able to read the letters in black. Those in blue were quite beyond me.

I managed to read most of the report on the Jabiru saga, but the RA-Aus staff comments in the Letters section will have to wait until my paper copy arrives, as I had to give up because I was getting a headache - such a pity because



they must have taken so much time to write their words of wisdom.

My computer is a laptop with a 15.7in screen, not the smallest on the market and quite adequate for other functions, but you will have to do something about the font size if you want to achieve general acceptance.

**DAVID HOUSTON**

**FROM THE ED** / David, you don't mention if your machine is an Apple or Windows, but if it is the latter, just hold down the control key while scrolling your mouse and the text gets larger or smaller. For a Mac press Command +Option+F5 and select options in the Zoom section. I have asked the designer for a darker shade of blue for the responses. Hopefully it's easier to read this time.

### PORTABLE HANGAR

I was interested to see Norm Sanders' picture of a Cobram Cobra (*Sport Pilot* June 2015). It reminded me of the following picture recently taken at Ballarat airfield.

**BRUCE ATKINSON**

### COMIC GENIUS

I thought you might be interested in this cartoon for the magazine. My son drew it to make a placemat at school 30 years ago. With the caption: "Who else but Pilot Officer Prune, RAF 1943".

**IAN HARVEY**



### WRITE IN: EDITOR@SPORTPILOT.NET.AU

The state of the organisation is reflected in the Letters to the Editor columns. The more letters – the healthier the organisation. So don't just sit there – get involved. Your contributions are always welcome, even if no one else agrees with your opinion.

The Editor makes every effort to run all letters, even if the queue gets long at certain times of the year. (By the way – the Editor reserves the right to edit Letters to the Editor to shorten them to fit the space available, to improve the clarity of the letter or to prevent libel. The opinions and views expressed in the Letters to the Editor are those of the individual writer and neither RA-Aus or *Sport Pilot* magazine endorses or supports the views expressed within them).



# NEW CONSTITUTION

**A**FTER several years of discussions and negotiations, RA-Aus is finalising the draft of a new constitution, one which the board and management believe will be better suited to the organisation and which will serve RA-Aus and its members more effectively in the years ahead.

The draft will be made available shortly via this link: [www.raa.asn.au/about/constitution](http://www.raa.asn.au/about/constitution). Members have also been invited to discuss the draft at a forum to be held at the end of the next AGM. The forum will start at approximately 4.00pm on Saturday October 10 at the Brothers Club in Bundaberg (See

AGM notice in the Calendar of Events section this edition).

Members unable to attend the forum are invited to provide written submissions regarding the draft to the office of the CEO by email - [ceo@raa.asn.au](mailto:ceo@raa.asn.au) - or by mail to the RA-Aus Canberra office.

## AIRWORTHINESS NOTICE

### FITTING OF PANNIERS TO WEIGHT SHIFT AIRCRAFT (AN10072015WS)

BY DARREN BARNFIELD  
NATIONAL TECHNICAL  
MANAGER

DURING a recent investigation, it was identified that the aircraft, an LSA Airborne 912 XT, had been fitted with three external panniers. These had not been approved by the manufacturer.

Members are reminded equipment must not be fitted to LSA Aircraft which still need manufacturer approval. For Type Certified aircraft, approval may be granted by an appropriate issuing authority.

If external storage devices are already fitted, the owners/operators of LSA aircraft are to contact the manufacturer and seek approval. For Type Certified aircraft approval may be granted by an appropriate issuing authority. If approval is not provided, the devices are to be removed immediately. For more information refer to the manufacturer.



## VALE KEITH JARVIS

**ONE of Australia's ultralight pioneers, Keith Jarvis, has died.**

**Keith, who flew Liberators in World War 2, was a prolific home builder and one of nature's gentlemen. He was also**

**a much loved and respected member of the organisation.**

**Keith passed on May 11, aged 91. He will be sorely missed.**

## TREASURER RETIRES

RA-Aus Treasurer and Victorian Board member, Jim Tatlock has announced he will not stand for re-election when his term ends in October. In a letter to RA-Aus members, Jim said the goals he had set himself were complete.

"When I first joined the board I was disturbed at how it functioned," said Jim. "In meetings there were personal attacks, misguided decision making processes and a lack of governance knowledge. For an organisation of nearly ten thousand members, it was apparent RA-Aus had grown so quickly its systems and processes had not kept up. "I can now say we are in a much better position than we were three years ago. Many new

faces have joined the Board and they bring with them a new skill set. I felt it was time to get out of the way and let the Board progress with some new blood.

"We are in good hands at the moment and, with development occurring on a new constitution and a skilled CEO, the sky is the limit for our organisation. To me the most important short term improvements which still need to be implemented are a reduced Board size and skills based appointment. Being the most popular person does not make



you suitable to guide a business. Believe me when I say it has been tried and failed. "So for me it's back to spending time with the family, studying Psychology at university, working full-time and developing a drone business. I might even find some time to fly a plane and enjoy reading *Sport Pilot*. Thanks to all who have supported me over the years.

I thoroughly enjoyed my time on the Board, helping guide our great organisation and I look forward to what the future brings."



Mark Skidmore (left), Director, CASA, presents CWF CFI Chris Stott with the Flight Training Certificate

## FIRST INTO PART 141

CENTRAL West Flying School has become the first to comply with CASA's new Part 141 legislation.

The six year old school, based in Bathurst, was recently recognised in a ceremony officiated by CASA head, Mark Skidmore.

CEO, Chris Stott, says he took the initiative to ensure his school could take advantage of opportunities arising from CASA's new Recreational Pilots Licence.

CWF can also take students through to a full Private Pilot's Licence with controlled

airspace endorsement. CWF Head of Operations under the new regulation is Martin Wookey. The school has a total of five RA-Aus instructors and three GA instructors and operates four RA-Aus and two GA aircraft.

## ALIVE AND WELL

BY MICHAEL LINKE CEO

EVERYONE at RA-Aus is excited about the new look *Sport Pilot* and the support the new magazine is receiving. In just over a month more than 1,300 members have already subscribed to the printed copy.

Due to the popularity of subscriptions, we have extended our exclusive member's only offer of six free issues when you subscribe for 12 or 24 months. For members, to subscribe simply log into your account on the website and follow the prompts. Non-members can download a form or call the office.

The digital copy is also attracting significant attention. Within 24 hours of going live for the first time on the ISSUU site, almost 3,000 people read the magazine. Today, that number is well over 6,000.

We have truly delivered the best of both worlds to members.

*Sport Pilot* remains the voice of Recreational Aviation Australia and is the best magazine in the sport aviation sector. Following a competitive review process, RA-Aus recently renewed its contract with Stampils and Editor, Brian Bigg, for the production of *Sport Pilot* for the next 12 months, including both printed and digital versions. RA-Aus is very happy with the content, design and pricing offered by Brian which allows us to continue delivering the highest quality publication to members and aviation enthusiasts alike. We have been overwhelmed with support for the new look magazine, as well as the revised delivery model.



We also acknowledge some members are not happy with the changes and we remain committed to ensuring we communicate and work with everyone to deliver a quality magazine in your preferred format. Our pricing model is competitive and we are offering extra value (paid subscribers will get the free RA-Aus calendar again this Christmas) and further print only inserts are planned for 2016.

Access for members to the digital copy is being offered in both hi-res and low-res versions, which makes it easier to download or view online and our advertisers are enjoying a whole new audience through the release of the magazine onto the ISSUU platform.

*Sport Pilot* is alive and well.



F2



STING-3



V-LITE



XT912



M24



Jabiru powered P51 Mustang

FLY-INS

# Sunny days for Sunraysia

BY BRIAN MIDDLETON

**S**UNRAYZIA Sport Aircraft had a successful Queen's Birthday weekend fly-in.

There was excellent weather in the local area and 35 aircraft came and went over the course of the weekend. Dinner at the Wentworth club rooms was attended by about 60 guests. Sunday morning breakfast lured 35 of the visitors back for more.

Unfortunately some interstate pilots reported they were unable to attend due to their local weather conditions and one pilot reported he had to cancel because of mechanical / electrical problems.

Our home base at Wentworth is now the permanent home of two WW2 Replica fighter aircraft. One is John Waters' Isuzu powered Spitfire co-built with John Raven. The other is a

Jabiru six powered P51 Mustang, built, owned and flown by Peter Hupfield.

The fly-in was open to the public as a way to promote recreational / sport aviation in our area and it seemed we were popular, although it was difficult to estimate the numbers because people came and went throughout the day. We ran guided tours of parked aircraft for the public on request.



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22/30 Kalaroo Road, Redhead NSW 2290 & Belmont Airport Pacific Highway, Pelican.







The good weather drew about 35 aircraft

In addition to the aircraft on display, the fly-in was attended by the owners of about 20 vintage motorcycles from the local club, as well as a number of vintage cars.

At our Saturday evening dinner, Wentworth Shire CEO, Peter Kozlowski was guest speaker. He gave an interesting talk on the shire's plans for the airport, where extensive runway /earth-

works and drainage upgrades worth more than \$600,000 have been recently completed. The council has budgeted for the sealing of the runways in the next financial year.

The other development in the past 12 months has been the establishment of a credit card facility fitted to the Avgas bowser, accessible to all transient pilots. We are extremely

fortunate to have such a progressive and supportive council behind our aviation activities. Coming up, Sunraysia will host a visit from the combined Piper Short-wing Group and the Auster antique aircraft group. An anticipated 60 to 70 aircraft will be involved in this visit. They will be great for both our club and our town's accommodation suppliers and traders. ✈



John Waters' Isuzu powered Spitfire

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A very neat Nynja. One of many which turned up



The heritage tractor pulling events drew a large crowd. Greg Upton driving his heritage John Deere gave it everything



Jabiru with tent ready for the weekend

# Best Old Station ever!

BY RODNEY SPRATT

IT was a common observation made by many of the visitors who attended the 2015 Old Station fly-In and heritage show - 'This was the best show ever'. Who could disagree?

After the devastation caused when a cyclone passed over The Old Station, few visitors were aware of the enormous effort required to restore the venue to the condition needed to allow the organisers to run the show.

The Creed family once again provided the venue at Raglan in Queensland and the event was put together with the assistance of the members of the Old Station Flying Club Inc, Boyne Island Lions club and other volunteers.

The show at Old Station has grown over the years from just a fly-in to include herit-

age events with visitors treated to a display of trucks, machinery and the ever popular tractor pulling competition.

For many years, the event has also raised money for aviation related good causes. This year the Capricorn Service received \$25,000, bringing the total donations received by the Capricorn Helicopter Rescue Service to more than \$250,000.

The weekend weather was almost perfect and pilots came from everywhere. Large numbers of aircraft arrived soon after first light and continued throughout the weekend.

Friday night dinner guests were treated to a discussion format interview conducted by Jacquie Mackay (ABC Radio) with Matt Hall, who once again entertained everyone with his

insights, and Bruce Honeywill, Editor of Truckin' Life Magazine.

On Saturday, Matt in his Extra 300I, Paul Bennet in his 400hp Wolf Pitts and TBM Grumman Avenger, Kim Rolph-Smith in his Trojan, Cameron Rolph-Smith (Yak52) and others treated the big crowd to an amazing air display. Kim's bombing runs provided a spectacular finale.

Saturday evening entertainment included a timber cutting competition, fireworks display and music provided by Clyde Cameron Band.

The Sunday air show again enthralled the crowd. All in all, the comments were correct - it was the best show ever.

Planning for next year's show has already begun. It will be held on the fourth weekend in May. Put it in your diaries. ☺



The aircraft marshals had a busy couple of days



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# Jabiru restrictions continue

BY BRIAN BIGG

## As foreshadowed last month, CASA's operational limits on Jabiru-powered aircraft remain in force.

There had been some hope the limitations might be eased when the directive expired at the end of June, however aside from one small administrative change, the limitations will remain in force until further notice.

CASA introduced what it called precautionary operational limitations on some Jabiru aircraft in December, until the causes of power related problems involving Jabiru made engines could be identified and rectified.

CASA says efforts involving Jabiru, RA-Aus and the SAAA have been ongoing and productive and it hopes an effective response to the problems will soon be identified. However...

"In the meantime, with particular regard to the safety of passengers and others who may have little (and in some cases no) knowledge of, or effective control over, the risks to which they may be exposed, CASA will be re-issuing the operational directions as from July 1, pending the identification and implementation of effective remedial actions."

CASA did make one change to its directive. From July 1, the requirement that a pilot-in-command of a Jabiru-powered aircraft may only permit a passenger to be carried if a statement has been signed by the passenger not more than 28 days before a flight, will be amended to permit statements to be signed not more than three calendar months before the flight. This applies even if the passenger is a Pilot

Certificate holder.

"This change will reduce an administrative burden inherent in the current arrangements, without diminishing the precautionary safety benefits provided by the continuing operational limitations. For the time being, the other terms and conditions of the direction will remain the same," says CASA.

"It is hoped an approach to addressing the engine-related problems which gave rise to the direction will soon be settled and, as a result of the remedial processes identified, further, and perhaps complete, relief from the limitations imposed by the direction can be granted. Until then, CASA, Jabiru and other stakeholders will continue to work together collaboratively and cooperatively to achieve that outcome, in the interest of safety."

Other changes being explored by CASA include:

Owners and operators may soon be able to apply for an exemption if they can prove to CASA their aircraft has successfully completed tests and analysis by the manufacturer in accordance with the ASTM standards, relating to the introduction of specified modifications.

A redefinition of a forced landing area may also be made to provide further clarity.

The current direction containing the operational limitations is set out in the legal instrument, which can be accessed at <http://www.comlaw.gov.au/Details/F2014L01806>.

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# Enough is enough

BY ROD STIFF  
JABIRU MANAGING DIRECTOR

**S** EVEN months of limitations on Jabiru powered aircraft has had a devastating effect on the company and its associates throughout the world.

The viability of Jabiru Aircraft has been severely threatened and may not be recoverable if the limitations are continued. The damage inflicted by the CASA publicity of the limitations and the 'Acknowledgement and Acceptance of Risk -Potential Engine Malfunction during Flight Time' waiver will be near impossible to be reversed. Publicity of any incident involving a Jabiru aircraft since has referenced the CASA imposed limitations and reinforced the message.

The harm being done is immeasurable and we call for it to be brought to an end now. Over the past seven months Jabiru has given CASA an insight into the depth of engineering knowledge and research and development which goes on behind the scenes on a day-to-day basis at Jabiru.

We have also provided all the engineering documents used for the last certifications of modifications through the CASA authorised person Alan Kerr; engine reports for ASTM compliance; reports for engines achieving 1,000 hours and numerous tear down reports of engines from reported incidents.

Jabiru has complied with the standards of certification approved by CASA, continues to monitor airworthiness issues for Jabiru aircraft and engines and issue the appropriate service notifications. Already this year there has been a significant decrease in Jabiru engine incidents. It would appear the incident rate is now equal to or less than the Rotax incidents, by which we were judged last year and which were given as the justifica-

tion of the limitations.

Jabiru recognises education on operational and maintenance issues is very important and has directed significantly more resources to workshops each month focusing on maintenance and operation. Assistance by CASA and RA-Aus would be appreciated in this area, as well as in recovering more evidence from incidences to allow complete investigation.

Jabiru calls for all restrictions to Jabiru powered aircraft be lifted for aircraft which have complied with all the service bulletins and letters, operate the aircraft in accordance with the manuals, have performed the maintenance in accordance with the manuals and use trained technicians and where the aircraft do not have unapproved modifications. Only for those owners and operators of Jabiru powered aircraft who do not wish to comply with the requirements, do we support the limitations remaining in place until compliance occurs with all service bulletins, letters, manuals and conditions of operation. We object to the present form of waiver because we regard it as blatantly misleading.

For Jabiru powered aircraft in the Experimental categories of RA-Aus and SAAA, those organisations are able to assess the risk of owner modifications and apply limitations if required. Jabiru may be able to assist if technical information is required. Jabiru Aircraft acknowledges CASA's primary safety related obligations, however the overwhelming body of evidence shows Jabiru aircraft to be one of the safest aircraft in this category on the Australian register. Student pilots, passengers and people on the ground are at no greater risk of injury from a Jabiru than any other aircraft. It could be argued from the statistics that, in fact, there is less chance of risk to these people in a Jabiru aircraft. ☹

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# The 11th hour

BY RIC 'THE FIREMAN' ATTARD

**AFTER Ric Exley of Heck Field took me for my first flight in his Airborne Outback 912 trike, I was hooked and focused on taking up the sport of microlight flying.**

Flying so far has been both exciting and challenging, there's so much to learn and think about. However, I experienced a breakthrough recently I felt compelled to write about. It happened in my 11th hour of training.

I'm currently a student of Caboolture Microlights, endeavouring to earn my RA-Aus Pilot Certificate to fly a flex-wing trike. With each hour of training, preceded by a briefing on a white board, the incremental development has been accompanied by the discomfort normally associated with learning anything new. Although very exciting, each lesson has meant having to learn and cultivate a new skill while maintaining the skills taught in the prior lessons. For those not familiar with trikes, the aircraft type has a delta-shaped wing, beneath which is a 2-seat open cockpit and a rear mounted engine. The plane manoeuvres by weight-shift inputs applied by the pilot working a horizontal control bar. Sounds simple enough, but let me tell you what was going on in my head leading up to my 11th hour.

After the pre-flight checks, my instructor bravely positioned himself in the rear seat before I set myself on the seat in front. Then it was time for the first acronym.

I.M.S.A.F.E - Any Injury or illness? (Not yet); Any Medication? Any Stress? (Hell yes); Any Alcohol consumed in the last 8 hours? (No, but I could use a shot right now); Any Fatigue? (Imminent by the time I've taxied out); Have you had enough to Eat, drink... and have you emptied? (Not yet - stand by!).

I was already perspiring at this point. "Clear prop!"... (Oops revs too high, now too low, back the choke off, revs to 2,000rpm, check oil pressure, why is the plane moving?...oh yeah, brake!) "Sorry."

Ok, time to taxi to the appropriate runway. (Oh no...what number was it again?)

"Caboolture traffic, trike 4235 taxiing to the runway over there that I forgot the name of, Caboolture". Stop short for pre-take off checks and another acronym.

C.H.I.F.T.W.A.P. (Really? That's the best they can come up with?) it stands for Controls - full & free movement; Harness & helmet secure; Instruments set & working - Ignition checked; Fuel tap & cap on and sufficient; Throttle working & Trim set for take-off; Tips & Tabs secure; Wind direction and Strength, All clear for take-off, Power - full power available.

Ok, task completed.

"Caboolture traffic, trike 4235 entering and lining up runway three zero, circuits, Caboolture....Over." (Over? There's no 'Over'. You're not in a fire truck now, Bozo!). "Sorry".

Full power, rotate and best climb. I really enjoyed this part...for 10 seconds. Then it was all work. Keep it straight until the end of the runway, thermals, crosswinds, watch the height, look left, centre, right, turn shallow bank, level off, attitude first (not mine -the aircraft) then power down to cruise.

It took me ages before my foot found that sweet spot and maintained cruise speed...it drove me crazy. I even stopped using the cruise control in my car to help me get used to feeling the throttle again. Up in the air I made

a smooth revving 4-stroke sound like a child alternating the speed settings on a blender.

Downwind turn, line up the corner of the control bar with the runway...all good. Time to relax I thought.

Nope, acronym time again.

F.A.W.N.T.S. Fuel (twist your neck around and use x-ray vision to see the fuel level in the opaque tank. Yeah right. Say the word 'good', pretending you saw it and fantasising that the instructor thinks you did because he's no doubt rolling his eyes); Aircraft (have a good look around - "Nothing seen, nothing heard". "Oh really? What about the three broadcasts just transmitted?" Gulp! "Umm I didn't, umm" "Never mind, it's all clear...proceed". "Thanks...sorry."); Wind direction & strength (Where is that damn windsock?); Nose wheel straight (The nose wheel is off centre because I keep trying to turn the plane in the air by turning the nose wheel); Throttle off, trim set (Oops, the hand throttle, not the foot throttle...blender-revs again); Security - helmet and harness secure.

Far out! I was already at the end of the downwind leg! Then the instructor added, "Don't forget the base-turn radio call" (Say what?). "Caboolture traffic, trike 4235 turning base runway 30 full stop, Caboolture...over." "Sorry".

Then more work. Look left, centre, right, attitude, power off, shallow bank.

"Where's your aiming point?" "I'm aiming at the earth! If I can get there, I'll be happy". "You mean safely?" (Whatever - just please get me to where I can end the stress of trying to remember a thousand things at once)

Ok, pull on some speed - get ready to flare & round out smoothly (Too much. Balloon. Bar back. Too much. Ease forward. Too late. Keep it flying, keep it flying, stop trying to land...the plane will land itself!).

Touch down. If the nose wheel wasn't straight by now I'd know about it.

As I taxied back to the hangar, the voice in my head told me, "Obviously you're not a pilot...you just haven't got it." Not true - I have got it, I will get it.

It was during my 11th hour of training when I broke the stress barrier and everything seemed to fall into place by itself. It was as though a psychological night-shift crew had visited my brain as I slept and arranged all the lessons and briefings into organised files. And as if by magic, during my 12th hour I was able to draw on the information I needed as though I'd been doing it for years...my mental, cognitive and fine-motor skills flew in formation and a first smile emerged behind the visor of my helmet.

Up until that point, when friends asked if I enjoyed flying, I'd respond with, "I don't even notice I am flying...all I do is think!" Now, however, I could answer with a resounding 'Yes'.

My aim in telling you this is to encourage student pilots who might be going through the information overload phase of their learning. You may find your own 11th hour in the first five hours or in 20 hours...it's different for everyone.

I once asked my other instructor, Mark Gentry, the following question, "How am I going...am I ahead or behind?" He responded, "What do you mean? There is no ahead or behind."





New ergonomics



Neat package



Looks like an A22



Ballistic parachute



New aerodynamics

# New Foxbat

BY BRIAN BIGG

**A**EROPRAKT has announced the release of a new aircraft in its range - the A32.

The new model will be a 600kg gross weight LSA-compliant 2-seat aircraft and will be built in limited numbers alongside the popular A22LS and A22L2 Foxbats.

The A32, which has been in development for three years, bears a strong resemblance to the A22, which entered service in 1996 and has remained largely unchanged since. There are more than 850 Foxbats flying in 42 countries. 130 of them are registered and flying in Australia. In the US the aircraft is known as the Valor.

According to the company, the development of the A32 has focussed particularly on the aerodynamics of the

airframe and ergonomics in the cabin. As a result, the company says, the cabin of the new model is spacious and quiet and the aircraft will happily cruise in the 110-115kt range, without affecting its slow speed handling characteristics.

Peter Harlow, the Australian distributor of the Foxbat, reports his A32 demonstrator arrived in Australia late in June. When this edition went to print, he was waiting for then aircraft to be registered. A formal launch will happen soon. A *Sport Pilot* correspondent is due to fly the aircraft this month. We'll have that report in the magazine soon.

Peter expects first customer deliveries later in the year. Prices have not been finalised but will probably be around A\$110,000 fly-away, including registration and GST. For more information [www.foxbat.com.au](http://www.foxbat.com.au).

"The cabin is spacious and quiet"



# For an uplifting retirement, reach for the sky

BY JACK TAYLOR

**I**T'S when you're 4,000ft up and your Jabiru is spinning out of control at 600ft a minute towards the choppy dark waters of Sydney's Warragamba Dam that you start to ask yourself if you're doing something wrong.

The woman strapped in the seat to your right doesn't move a finger to help in a crisis she has deliberately created, saying in a calm but stern voice: "I've told you what to do - now do it."

With the aircraft spinning and tumbling at sickening speed, you try to recall what you have been told - in a situation like this you have to straighten it out before it hits the water.

Fighting the growing panic, you remember that when the left wing stalls first you must use

the right rudder pedal to correct it, then ease the pressure on the stick. It works, as if by magic, and suddenly the plane stops spinning and returns to the control of the pilot. Me. Amazing.

It happened in the first few hours of the training to which I had treated myself as a retirement gift.

Many more nerve-jangling moments were to come in the months after that flight over Warragamba in January, 2008. But eventually the fog began to lift.

By April, I had experienced that momentous event in the life of an ageing trainee pilot, the once in a lifetime thrill of flying solo for the first time, in circuits around Sydney's Camden Airport.

A few weeks, a series of written exams and flight tests later, I won my wings, so to speak - a recreational Pilot Certificate with the endorsements required to spend my retirement flying around Australia with my wife in the passenger seat.

Any instructor will tell you that the older you are, the harder it is to learn to fly. The assumption is that your reflexes, if not your brain, slow down, although I have yet to see any statistics to prove it. But it is true you may have to work that much harder.

In the process of becoming a pilot of sorts, I discovered I had entered a new world. Aviators are different, and all are smitten by the same addiction.

hard work, requiring many hours of study.

After 20 training hours on gliders in 2008, I began a course with a Camden flying school run by veteran aviator Dave Maddock who spent many years training Qantas pilots. His fleet includes three Jabiru 160s.

My instructor, a mother of two with seemingly infinite patience, sat in the cockpit of the Jab like she was teaching reading to a five-year-old as she guided me through landing on one wheel with one wing almost touching the runway at 65kts.

To this beginner this was scary stuff, but crosswind landings became a more normal part of my flying as I became more experienced.

Once I acquired the skills I needed to fly safely came the really hard bit: learning how to navigate not only to fly where I wanted, but to do so without infringing airspace or altitude restrictions.

When confident I could get myself and my passenger to our destination in one piece, I then had to decide what to fly.

Having learned to fly in a Jabiru, I decided to buy one, the fuel-efficient six-cylinder J230 model which cruises at 120kts.

Only problem: high cost.

Solution: set up or join a syndicate.

I had one syndicate partner, Chris, from early in the project, but soon found a third, Thomas, through an ad in the *Sport Pilot*. The syndicate agreement was signed and after a few weeks

combining the ads, we found what we wanted: a 2009 J230D 'as new', with 75 hours on the clock, at Murray Bridge in South Australia.

The birds were in full early morning song and a brilliant day was dawning as Thomas and I wheeled Jabiru 7163 out of the hangar at Murray Bridge to begin the seven-hour flight to Camden, 1,300kms east.

It was the culmination of a dream for both as we cruised home at 120kts, dodging the clouds at 5,500ft and stopping to refuel at Mildura, Hay and Temora.

By the time we brought 7163 home on November 22, 2010, the all-up cost with insurance was slightly more than \$90,000, about \$31,000 each.

Since then the syndicate personnel has changed several times and the aeroplane has clocked up another 390 hours flying thousands of kilometres around eastern Australia, often for overnight stops visiting places and seeing sights I would never reach by other forms of transport.

The syndicate survived relocation from Camden to Warnervale in 2012, but in recent weeks members have changed addresses or circumstances and the decision has been made to disband and, sadly for all of us, sell a beautiful aeroplane. We hope it finds a good home. ☺

"For me, flying was a lifelong ambition"



You don't have to be rich

The commercial pilots, the instructors and the hobby pilots of today are identiftits of the people who in the world wars of last century would have queued up to join the air force. But there is a difference. If the Battle of Britain had been fought this century, women would also be among the fighter aces and casualties.

For me, flying was a lifelong ambition that started with the model Spitfire my airman father brought me back from the war in 1945. I had to wait until close to retirement, because it was only then it became affordable. But I soon found that you don't have to be rich to fly your

own aeroplane, once you have worked out the economics of recreational aviation.

As every pilot knows, the major unavoidable expense is basic training which will cost several thousand dollars, although how many depends on the flight school and variables such as age and natural aptitude. It will be cheaper if you start in a glider club. It tried that in the 1960s, but had forgotten all I learned by the time I joined the Southern Cross Gliding Club at Camden in 2007.

Flying comes easily and relatively cheaply to naturally gifted pilots. But for the rest of us, it's



# What dreams are made of

BY DAVID MACKAY

**T**O most people, being involved in aviation is more of a dream than a reality. To become a fully-fledged pilot is more like being on cloud nine. Garry Baum has realised both dreams.

Garry and his wife, Trish, are the owners of Lethbridge Airport, about halfway between Geelong and Ballarat on the Midland Highway in Victoria's Southern Goldfields.

It was about 30 years ago Garry bought a Gemini Thruster after having had only one formal flying lesson. He knew he wanted to be a pilot and actively involved in aviation and following that first lesson, he was hooked. Not only did he purchase an aircraft, he set about looking for somewhere to base it and so was born Lethbridge Airport.

"You name it, we have it flying around", says Garry. Lethbridge also became the home of Geelong Sports Aviators with membership growing to around 100 and more than 45 aircraft on the field.

The success of Lethbridge Airport has been attributed to a number of factors. Garry's dream and ultimate drive to make it happen, the closure of Geelong Airport at Grovedale, making Lethbridge now Geelong's regional airport and a grant from the Victorian state government of \$1m to level and seal the main runways and tarmac area.

From humble beginnings, Lethbridge Airport has come a long way. It is now the home of one of Australia's leading recreation aviation training organisations, Golden Plains Aviation.

I have owned that business for two years, having purchased it from aviation identity Bruce Vickers. Bruce still instructs with us, and offers tailwheel endorsements as an additional option. Bruce has trained hundreds of pilots over his many years of instructing, with some ending up flying for Qantas and Jetstar.

The current CFI is Graham Taberner, known to many pilots throughout Australia for his training of both RA-Aus and GA pilots and pilot instructors in Swan Hill and Edinburgh. More recently, Graham worked with CASA for six years until his retirement to Bannockburn. We don't hold that against him anymore.

GPA offers initial training in a Tecnam Ea-

glet before pilots progress to do their cross-country training in a fully glass cockpit Alpi Pioneer 300. This allows students the best of both worlds, graduating with their Pilot Certificate having experienced both high wing and low wing flying.

GPA can also transition pilots to their Recreational Pilots Licence.

With Graham as CFI, GPA also has a tradition of training RA-Aus instructors. This is all completed at the airport and involves around 20 hours of dual instruction/training and 30 hours of briefings and PMI. Current GA pilots are often attracted to becoming RA-Aus instructors and often make ideal flight instructors.

When asked about his vision for the airport, Garry has an impressive list of activities planned. It includes the recent sale of 17 hangar sites with 63 more to follow over the

next couple of years. The building of a two story terminal building which will include flight training facilities for RA-Aus and GA, a café and bar, administrative offices and a flight deck overlooking the runways for people to enjoy on those barmy days. Further plans are for a small motel and some housing development. Lighting for night flying is also on the agenda. Currently

the CFA and Ambulance Victoria can land helicopters at night using the helipad and PAL windsock. They provide the region with enhanced firefighting capabilities for medical emergencies.

Lethbridge holds the Guinness Book of Records for the most number of continuous rolls by an aerobatic aircraft. The previous record was 360. Kingsley, in his Pitts Special, achieved over 900.

Lethbridge is also the home of a number of unusual aircraft. A Russian Antinov (an2.com.au) regularly takes people over the magnificent coastal scenery including the 12 Apostles, lunching on return at a local winery. Two Chinese Nanchang military aircraft are often seen flying in formation around the region and over Geelong City.

Lethbridge airport really has much to offer.

For more information, [www.lethbridgeairport.com.au](http://www.lethbridgeairport.com.au) or [www.goldenplainsaviation.com.au](http://www.goldenplainsaviation.com.au).

"You name it, we have it flying around"



Pioneer 300 training aircraft



Russian Antinov sightseeing



Lethbridge Airport showing the new development



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## EDITOR'S CHOICE

# Hit from behind

BY BRIAN BIGG



**I**T was a classic ambush. Pilots from my local area were invited by CASA and Airservices to a meeting recently to discuss the future of our airport (Ballina Byron Gateway) and to seek our input.

"That's nice," I thought. "The regulator is taking the time to listen to local pilots. It hasn't always been the case. Good on them." I should have known better, of course.

Only half a dozen of us turned up. That, in itself, is a problem with recreational flying - getting anyone to give a stuff. It's just as difficult to get us all along to a meeting about the future of our airport as it is to get us to attend regular club meetings (guilty, your honour), fundraising BBQs (guilty again, your honour) or to vote for a board member (not guilty).

At the meeting, the nice people from the regulator asked us what we thought of the air-space over the northern rivers. I gushed. This region, I told them, was the perfect example of how airspace over all of regional Australia should be operated. During the week, the place is a ghost town, but on a fine weekend it can get very busy. We have a heady mix - six jets a day, a scattering of turboprops, as well as a fair crowd of twins, GA, ultralights, microlights and, up until recently, jump planes.

"But, despite the vast differences between us," I raved. "It all fits together seamlessly and safely".

I told them how, when a scheduled jet turns up, us little ones scatter to the four winds to give the big boy room to move. We know they are on a schedule and that schedule costs serious money. We usually aren't going anywhere serious, so it's not a problem to circle north of the field for a few minutes till they are clear. And we mostly don't mind they usually call that they are inbound and 30 miles out, when really they are still 60 miles out. We know they do it. They want to give us time to get well away. I don't want him anywhere near me either.

And we mostly forgive the Jetstar first officers who, by and large, sound as nervous as kittens when they approach our airport. "What's your call sign again? Where are you now? What are your intentions? Where have you gone in the minute since I last asked you?" Geez, take a chill pill Noobie. For some reason we don't seem to have the same problem with the Virgin and Rex co-pilots. Lack of training maybe? Apart from those issues, I said, the 'see and avoid' principal works great with us.

Across the table, heads went down.

It's not that rosy, we were told and were handed a recent official report. It revealed there had been a plethora of complaints about us recreational types. Page after page, all filed by those self-same co-pilots no doubt. Reading the report, you'd be forgiven for thinking flying into Ballina was more dangerous than flying into Baghdad.

We protested angrily and pressed for a specific case. The nice man outlined the worst complaint against us. It was from Jetstar (naturally) and concerned an aircraft which had to divert after the pilot discovered a microlight in the circuit which (allegedly) hadn't made an inbound call.

The report revealed the incident had happened in January, at the same time as the Great Eastern Fly-In was taking place. Anyone who has been to Evans Head during the fly-in will tell you that it's near im-

possible to get a word in edgewise on the radio. The pilot involved swears he made the call. It's just as likely it was overridden in the congestion on the frequency or that the trembling first officer missed it (Apparently the fly-in organisers had applied for a discrete frequency for the fly-in and been turned down).

Anyway, because of all the complaints and the increasing amount of passenger traffic to and from Ballina, plans were underway to introduce a radio controller at the airport, no doubt as a precursor to a tower in the next few years. That means the airspace will no doubt change to a class C or D, which means us little

guys will be shown the door. Turns out the meeting was them just being polite. I guess we weren't being consulted. We were being told.

The biggest problem we faced in the meeting was that the complaints were all one sided. Airline pilots have a formal structure for reporting incidents and they are required and encouraged to use it. We don't. We just talk among ourselves and shrug it off whenever a passenger jet gives us a scare. But it means that whenever an official report is compiled, theirs is the only opinion. We come out looking like the bad guys. "Home made aircraft putting passenger's lives at risk!" It's not fair and it's not accurate.

I have since put in a recommendation to our aero club that we appoint an official complaints officer. His or her job would be to compile our incident reports about the big boys and pass them officially onto Canberra, so next time we get 'consulted', we have a leg to stand on. I suggest if your airport has a similar traffic mix to ours, you also move to protect yourselves from being hit from behind. ☹



"I guess we weren't being consulted. We were being told"

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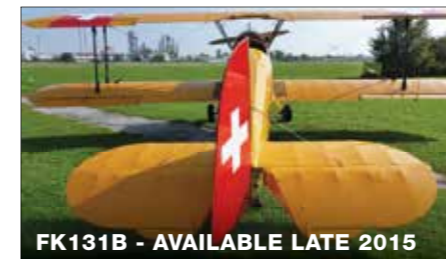
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 Yours sincerely,  
 D.G. Anderson  
 Director-General of Civil Aviation.



...of VH-PWH has been a...  
 ...the engine has been...  
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 ...project. The engine was...  
 ...with speeder and...  
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 ...the Ardern 402 and is a four...  
 ...cylinder horizontally opposed air cool...  
 ...ed engine which develops 30.7 hp at...  
 ...3000 revs. The bare engine stripped for...  
 ...initial flight testing of VH-PWH himself...  
 ...and the first flight took place at Camden...  
 ...on November 13. The Turbulent was...  
 ...established two days later on the Ultra...  
 ...Light Aircraft Association's stand at the...  
 ...Royal Aeronautical Society's Picnic Air...  
 ...Display and the high standards of finish...  
 ...and general workmanship throughout...  
 ...was the cause of much favourable...  
 ...comment by all who inspected the...  
 ...aircraft on this occasion. There is...  
 ...nothing "homemade" about the ap...  
 ...pearance of the Turbulent and the

The Turbulent



# THE SEARCH FOR NUMBER ONE

BY BRIAN BIGG

**I**n the June edition of *Sport Pilot*, Assistant Tech Manager, Jared Smith put out a call for someone to help him locate the very first aircraft registered with AUF/RA-Aus.

He said there had been more than 500 types of aircraft registered over the years and a total of 5,365 aircraft. He noted that the early records were often dodgy and unreliable.

"It was logical to think 10-0001 would have been the first." Said Jared. "10-0001 is a Kestrel Kermit and yes, it is green. The aircraft now resides at the Queensland Air Museum. But to my surprise, this particular aircraft was not actually registered in 1983 but had its number allocated in 1995. So it wasn't the first!"

That story brought a flood of responses. Most of which pointed to the excellent work done by the late Tony Hayes a few years ago to trace the original aircraft.

Member Wayne Johns sent this. "Please find photos of the first Australian Ultralight put in the system in 1958. It was built by Peter Hodgens in 1957 in Sydney. I fly the aircraft on a regular basis and it's great to fly. One of the photos is of a letter sent to Mr Hodgens congratulating him for being the first on the new Ultralight aircraft system."

Member Brent Neill also got in touch. "I have a Thruster Gemini which was originally registered 25-0001, later 25-0041. Tony Hayes did a lot of research and verified that my aircraft had, in fact, been 25-0001.

"The aircraft has been unregistered and in storage for some years, but when it was assembled the original rego could still be seen on the wing. From memory, the previous owner told me he had purchased the aircraft from the Thruster factory where it had been used for certification testing and ballistic parachute recovery testing. It was registered 25-0041 when he acquired it. I still have the owner's manual which came with it.

"I also have a single seat Thruster, which I recovered from a property in my local area. It was in a shelter made from shade cloth suspended from a gum tree on the bank of a river, so it isn't in the best of condition. Tony Hayes seemed to think it was one of the first single seat Thrusters built."

Steve Robards also contributed. "For many years the rego numbers for AUF and RA-Aus aircraft were sequentially allocated and were not reissued to newer aircraft. The aircraft register listing for many years showed the 10-001 aircraft to be a Skycraft Scout Series 3 and the 25-001 aircraft was the first TST Thruster that was used for the certification process (I was part of this program during the mid-eighties).

"Around 2002 I travelled to Lightning Ridge to recover two ultralights. One was a series one Lazair and the other a Series 3 Skycraft Scout. Both required rebuilding.

I had assembled the Lazair from a kit in 1981 when I worked for the Australian distributor.

It had never been placed on the register. The Scout had a small metalised sticker on the fuse tube with the AUF logo and was inscribed with the number 10-001.

"I was more interested in the Lazair and the Scout was part of the deal. I contacted my flying buddy, Arthur Walker, who was a Scout fanatic and who owned quite a few Scouts over the years, including the Viva Scout now owned by Holbrook Museum. Arthur took 001 and returned it to air-worthy condition and set it up for both land and float capabilities. Arthur sent the appropriate paper work with enclosed cheque to the then AUF but it was never processed, nor the cheque cashed (We flew the crap out of it anyway for couple years). (RA-Aus does not approve of this by the way - Ed)

"I also participated in the certification of the TST Thruster that was the first two seat ultralight to pass the certification process and it was this Thruster which was issued with the 25-001 rego number.

"I was contacted by the late Tony Hayes who started documenting the history of the single and two seat Thrusters and their variants. During the course of our conversations I was told of how both these rego numbers ended up on other aircraft. Not a proud period for the AUF.

"I tried to recover both rego numbers for some time until the board changed the ruling on consecutive numbers. The aircraft listings show the Kestrel as 10-001 and the Drifter as 19-001 but I believe these two aircraft should be stripped of these numbers and the numbers reissued to the proper aircraft."



The real 10-001



## A DODGY PAST

IN 2007 TONY HAYES CONTRIBUTED AN OPINION TO THE RECREATIONAL FLYERS FORUM ON THE SUBJECT OF REGO NUMBERS.

ONCE an aircraft is first registered with AUF/RA-Aus the serial number is irrevocably bound to the issued registration number. This union forever remains in place whether the aircraft is actually still in existence or not. So a registration number cannot be re-issued in the future to a different aircraft. Many members, for example, believe if they buy an unregistered aircraft they have to apply for a new registration. If the aircraft has been registered then the database will throw up the number and that rego number/serial number combination will be re-issued. But both AUF and RA-Aus were plagued by irresponsible members rorting the system. The biggest one was failing to transfer registration/ownership at the point of sale. There were cases where an owner was three or more times removed from a previous owner in whose name the aircraft still was registered. The prime reason for this was to evade

the UACR requirements of transfer which, in consequence, weakened the Airworthiness system.

But equally it could have been simple laziness doing the paperwork. In one case AUF got itself into an awkward position by accepting a registration transfer where the aircraft was being purloined without the owner's knowledge. I lay no blame at AUF's feet for that. They were just trying to be pro-active in support of their membership. But as a consequence we got a string of new forms and controls on transfers (which I totally support). I would most strongly urge anyone buying a second hand aircraft that if you do nothing else, do not part with any money unless you have the previous owner's signature and details on the RA-Aus transfer form. Download this yourself and present it for signature at the time of purchase. Do not accept "I do not have the form here, but I will forward

it to you later". RA-Aus will not transfer the rego until it has that signature and details. From my earliest days in AUF I was fascinated why there was so much secrecy regarding the central register. The usual answer was that the policy was to protect the privacy of members. It did that all right, but it was only protecting the shonks and saw AUF effectively robbing itself of income and encouraging, as well as affording protection to, the pirates. Those people could fly openly with lapsed registration numbers on their aircraft or evade paying landing fees.

25-0001 and 10-0001 exist and are flyable. They are an enduring monument to a movement now over a quarter of a century old that few in authority ever thought would survive.

To read all of Tony's posting visit <http://www.recreationalflying.com/threads/should-95-0001-come-back-your-views.1095/>.

# Joe and the General

BY THE OPS TEAM



**L**AST month we talked about the dangers when pilots don't fully consider the factors which may contribute to increased risks.

The goal was to prompt pilots to speak up if they saw someone contemplating doing something risky. The "see something, say something" principle does work. I have firsthand experience that it does.

I first met Joe (not his real name) when I was a CFI. Joe was actually introduced to me as 'The General', which was pilot shorthand for 'General Disaster'.

The General was almost 50 and had been flying GA aircraft for 10 years. He'd had a break for about the same length of time to raise a family and live life, as often happens, and was just getting back into it.

The General was one of those strong personalities we all see at airports - a colourful personality with a firm conviction he was the best pilot on the field.

These types are always hard to talk to seriously about flying, because they are convinced of their own skill level and pretty sure of themselves. The General would attend hangar parties and aero club functions, usually talking in a loud voice, trying to convince all around him he was an expert on whatever was being discussed.

Now he had time on his hands and a spare \$10,000 in his pocket, the General had started to build a high wing tail dragger. His goal, he declared to all and sundry, was to build a 'genuine' ultralight to fly locally.

I had previously flown with Joe and noted he was a different personality in the cockpit - disciplined, with good aircraft handling skills and situational awareness. The General only seemed to exist on the ground. Maybe, I thought, he believed he was supposed to act that way because of the people he had previously flown with?

The General had talked long and loudly about taking his new machine for an early morning flight, even though it was not yet registered or fully assessed. His main purpose, it appeared, was to come back to tell us all about his success.

A number of pilots and maintainers at the airport told me they were deeply worried about the General. The majority view was that he was shortly going to hurt himself and bend his new aircraft, or worse, kill himself, leaving a wife and teenage daughter behind. Either way, the General's talk about just taking off one morning was problematic.

I decided to take the bull by the horns, or the



General by the lapels at least, and talk to him about his plans. As you might appreciate, this was not an easy thing to do. The General had about 300 hours in his logbook, mostly aerobatic nose wheel aircraft, and he had a strong conviction that if it had wings, he could fly it!

I took the General up in my training aircraft, a nose wheel, on a day when there was a reasonable amount of traffic to create an ideal busy cockpit. During the course of the flight, I started talking to him and asking him questions. What I was trying to do was gradually overload the General to the point where his flying skills of 300 hours would be overwhelmed by the workload. I asked him to make the radio calls, tell me about the other traffic and requested he maintain an accurate circuit pattern.

As expected, the workload and his lack of currency began to take its toll and he became overloaded. Once safely back on the ground, we talked about the flight. Eventually I asked him how, if he couldn't fly a simple nose wheel aircraft well, what chance did he have flying a tail wheel, high drag and low inertia aircraft on its first test flight?

This exercise was not done with the intent of embarrassing the General and I didn't tell anyone at the airport about what I had done. But it did make the General understand why extra training and care needed to be taken.

Around this time, close to the end of the build process, something else happened to the General. He changed jobs. He started working for himself, which meant transforming his personal dress code, mannerisms and demeanour. The General started to change and I decided another change was required.

I started calling the General by his real name. When I introduced Joe to locals, I

would always take care to remind them I had been flying with him, which often produced startled looks.

Joe and I spent a lot of time together, discussing a plan for how to get him back to flying standard so he could safely conduct the test flight on his new machine. We started to work on a plan for the first flight - which runway to use, what weather conditions and time of day would be best, how long the first flight should be, what we were going to do after the first flight - all the details the General had not taken into account, but which Joe was really thinking about. Joe also starting talking to pilots with a lot of experience test flying, he watched YouTube to learn from other tail dragger pilots and he researched what others had done to build an appropriate test program.

I also started telling other pilots and maintainers about the change in Joe and the faith I had he was not going to hurt himself or the aircraft. To their credit, many of the pilots who had avoided flying with the General, went out of their way to take Joe flying in their aircraft and add to his experience. Joe was in seventh heaven. He got to fly all sorts of aircraft, gained valuable experience and transformed himself into a creditable pilot in the eyes of his peer group.

When the big day of the test flight arrived, Joe was as ready as he could be. And naturally, the test flight went off without a hitch.

Joe now has over 150 hours in his new aircraft. He flies it all over the country, enjoying what RA-Aus is all about in his \$10,000 home built.

This is a true story. Did we really make a difference in Joe's life? I would like to think so.

See something, say something and do something.

# Spot me save me

BY ROHAN WHITTINGTON

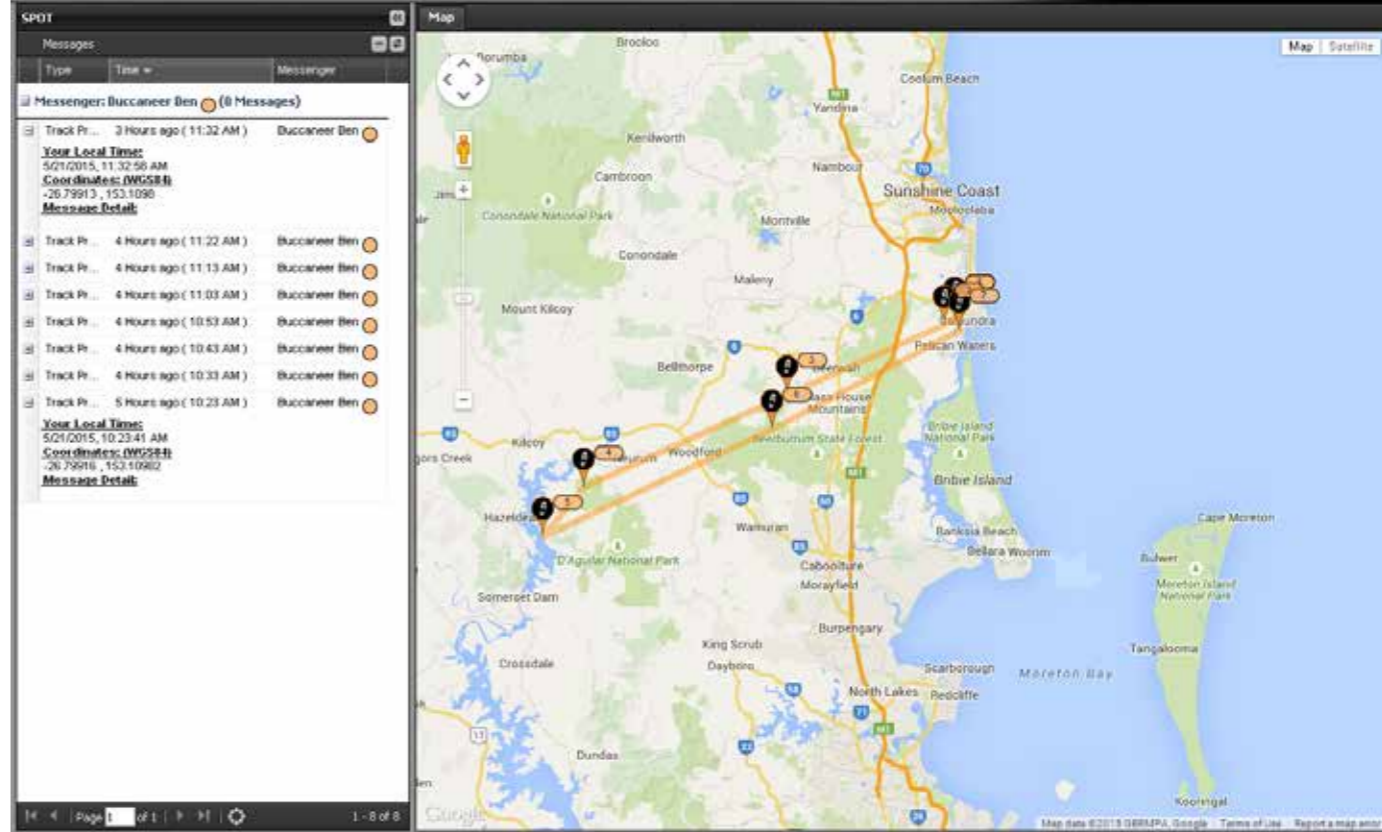


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**THE good old EPIRB.** When the proverbial hits the fan, press the little red button and rescue teams fall over themselves to save the day. Guaranteed to be a life saver... or is it?

Of course you have to be conscious and physically capable of activating it. And often aviators don't get the opportunity to punch the button before it's too late.

Personally, I don't rely on it... I always have a backup plan.

In the past my plan was a note with a friend, a booked SARTIME or I submitted a detailed Full SAR flight plan. Unfortunately these systems, while well-meaning, cost precious time. The SAR teams may have a search area stretching into thousands of square kilometres.

The other issue is our freedom to choose not only our destination but the route to that destination. Sometimes we just choose to follow our noses on a whim. As a seaplane pilot, all manner of lakes, rivers and bays are potential landing areas for me - each of them begging for a touch and go, just for the hell of it. But without a detailed flight plan, who really knows where you are?

A tool we in the Seaplane Pilots Association have been actively encouraging for the past three years is the 'Find Me SPOT GPS Tracker'.

It's basically a GPS tracker which sends a signal every 10 minutes with your location. It can send simple text messages even if you are out of mobile phone range. It's simple to operate. Before take-off, press once to start the tracker and after landing, press once to stop it.

The tracking data is uploaded to a satellite every 10 minutes and if you hit the SOS button, the team at SPOT in Alabama, USA, will instantly receive your call for help and notify the SAR team in Australia.

If you have someone at home following your progress, on the 'FIND ME SPOT' app they can see your real time track with coordinates and UTC times.

If you run out of fuel, get a flat tyre on a remote strip and have no phone coverage, you can punch the 'HELP ME' button and a text message is sent to friends and family so they can organise a recovery mission.

In the worst case scenario, if you've banged the plane in and are laying there unconscious, injured or worse, the SPOT will still ping your location. Once an alert has been raised that you're not moving (because you haven't turned your tracker off) a rescue mission will be organised with your precise location in hand.

Unfortunately, the first time I learnt the value of this device was on a major expedition in far north Queensland in 2012. A fellow seaplane pilot had been heading down the west coast of Cape York when he crashed north of Weipa. We were a day behind, following in two seaplanes, and every time we landed we looked at the tracker to see how our mate was progressing. At Cooktown we noted he hadn't shut off his tracker after a water landing. The tracker had logged about 20 reports from the same remote location.

We alerted the ANSA team to his co-ordinates and they sent a police helicopter. Within two hours the crashed aircraft was found in trees beside a creek. Unfortunately our friend had died on impact.

What brought it home to us was that our friend had planned to travel from Cape York to Adelaide and he rarely sent details of his plans, so without the tracker, where would we have started looking?

A SPOT tracker can be had on Ebay for as little as US\$180 and for just a little more in Australian camping stores, such as Anaconda.

You have to sign up to the service to send text messages. I bought a 12 month package for around US\$80 for the basic service, which provides for 100 text messages.

It could be the best aviation investment you make. For more information, www.findmespot.com

# All about the office

DESIGNING YOUR OWN AIRCRAFT BY DAVE DANIEL



**A**IRLINE pilots often fondly refer to the cockpit as 'the office', but for those of us who fly recreationally maybe 'the workshop' would be a better analogy. Somewhere to spend an hour or two engaged in honing our skills or mastering a technical challenge for pleasure. The analogy does not end there. Like all good workshops the cockpit should be well ordered and uncluttered; laid out so the tools we require fall immediately to hand without fuss or distraction. Conversely, clutter and disorganisation are an accident waiting to happen.

Many a good aeroplane has been let down by a cockpit which was an afterthought, with controls, instruments, and in the worst cases, the pilot, stuffed in wherever there was space.

Because it's no secret that pilot error is a killer, every designer should focus on avoiding their cockpit design becoming an accessory to murder!

Fundamentally, the cockpit should be regarded as a tool which allows the pilot to safely conduct all the tasks required for a successful flight. So let's take a look at some of the key features of a well-designed cockpit, starting at the bottom with comfort.

Comfort can be overlooked in the unrelenting quest to save weight and avoid drag. But after a couple of hours in an uncomfortable seat, with no blood flow below the knees, a sore neck and a numb hand from holding a vibrating stick, it's easy to see why comfort is also a safety issue. Heat is another important consideration, especially in Australian conditions, as anyone with a bubble canopy will attest! Adequate shading and ventilation, especially when on the ground, are vital. Unfortunately providing shade is often directly in competition with the next critical consideration, visibility.

When flying in a 'see and avoid' environment, being able to spot other aircraft is an obvious necessity, so the pilot should be given the widest possible sight lines. Structural considerations mean most aircraft are going to fail to deliver a Drifter pilot's field of view, but structures in the pilot's line of sight, such as door posts, should be kept as slender as possible, requiring only a small movement of the head to look around. Downward view over the nose is an important consideration, ideally allowing the end of the runway to be kept in sight during the entire landing flare, while accepting that this can be all but impossible to achieve in a tractor engine tail-dragger design. Looking sideways, the view should preferably extend from 45° up to 45° down, although as little as 30° either way is not uncommon. Bear in mind that if sideways visibility is lim-

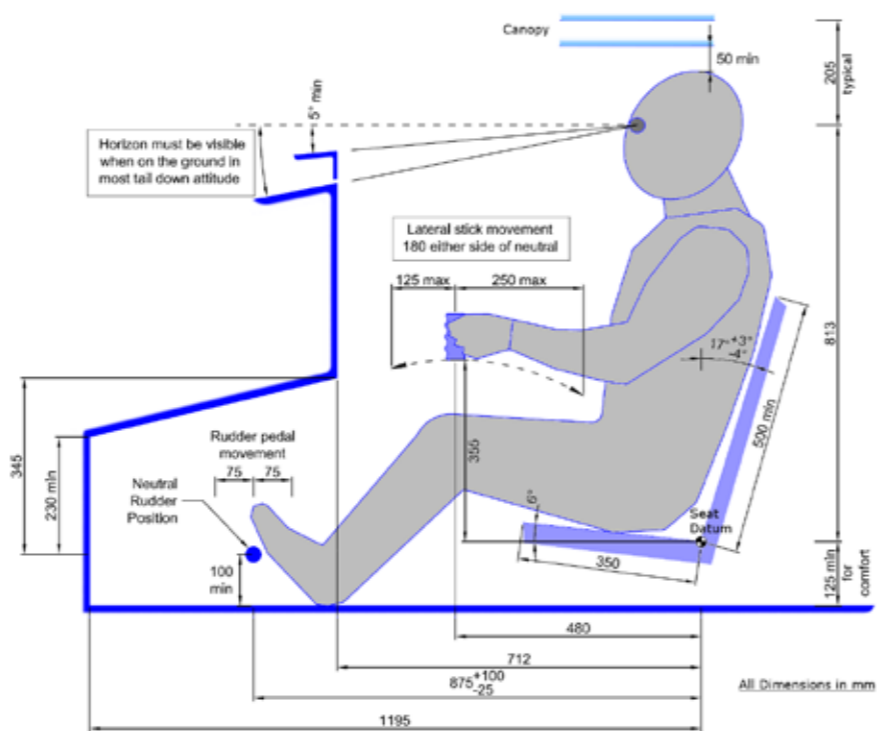


Fig 1 - Guidelines for Cockpit Dimensions

ited to 30° even a fairly mildly banked turn will obscure both the horizon and the airspace you are about to turn into.

Next up is cabin space. Ensuring there is adequate clearance around the controls to allow their full travel is an obvious requirement, but potentially less obvious is the need to have enough elbow room to get the stick fully back and enough knee room to apply full rudder. Also Murphy's Law dictates that if there is some way of accidentally jamming the controls it is bound to happen and this not only applies to the stick itself. So be especially wary of openings in which dropped items can find their way, especially items rolling around at floor level.

The minimum cabin width typically given in design texts is 500mm (20") per person, but given the size of most of us these days, I'd be aiming for at least 600mm if you don't want a cockpit which is unpleasantly claustrophobic.

Instrument panel layout and human factors are an entire subject by themselves, but without going into great depth, there are some

standard rules. The basic T shaped primary instrument layout (with airspeed, attitude and altimeter across the top row from left to right and turn coordinator, heading indicator and VSI on the bottom row), is a well-established standard and gives consistency between aircraft. Common sense says using this arrangement is a good idea, unless of course you are installing a glass cockpit or don't plan to install all of these instruments. Switches, especially the mags and master, should be easily accessible and visible, but also not in danger of being bumped or caught while operating the other controls. A similar requirement applies to throttle, mixture, prop, gear and flap levers. A tactile means of telling these controls apart, without looking at them, by using different shaped knobs is also a standard practice in certified aircraft and is a worthwhile enhancement.

Sadly many ultralights cockpits fall short in crash worthiness. There is a lot to be learned from the automotive industry on this front. Avoiding having exposed sharp edges in the

cockpit is a sensible starting point. This will limit injuries during a survivable crash (I'm sure everyone would agree not having your face hit the structure in the first place is a better solution). A decent four point harness is a lot cheaper than facial reconstruction surgery and not hitting your head could be the difference between escaping a burning aircraft or being knocked unconscious. Which control style is safer during a crash is a point of some debate. Given the choice would you rather head butt a yoke or get impaled on a centre stick? It's not much of a choice and I'd opt for neither, taking the Jabiru solution of a Y stick between the seats (or a side stick in a single seater) which effectively keeps the area directly in front of the pilot free of obstructions.

Still on the subject of crashing, ideally the fuselage structure should form both a safety cell, to protect the occupants, and crumple zones for energy dissipation. In a crash, the safety cell should maintain its shape and prevent any external intrusions into the cabin space. The remainder of the structure should be designed to maximise energy absorption, gradually collapsing during an impact, dissipating energy and limiting the peak deceleration experienced by the occupants. On this front, the choice of construction materials can have a large impact. The alloys typically used for construction of tube and sheet metal aircraft are relatively ductile and can dissipate large amounts of energy in a crash, if they are used in an appropriately designed structure. Composites, on the other hand, tend to be more brittle, although this property is heavily dependent on the particular materials used. However adding aramid (Kevlar) fabrics to the cabin layout should provide excellent protection against penetration; after all it's the same stuff used in bulletproof vests.

Ease of access and egress is a problem in many aircraft, often requiring an act of contortion. This is not just a matter of convenience. You seldom have to get into a plane quickly but making an emergency exit should be as quick and straightforward as possible. Doors which can be opened when the aircraft is inverted are well worth considering. Hinged canopies look good, but if they can't be opened with the plane on its back you should carry some means of breaking your way out.

I've barely scratched the surface of cockpit design in this article, but hopefully next time you sit in your plane you'll see your cockpit in a new light... or at least wonder why they didn't bother to include cup holders. ☺

"The pilot should be given the widest possible sight lines"



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Awesome!



# Flying the Colby

BY ROB KNIGHT

**I**DON'T fly in the Colby 503, I wear it! It is as close as I can get to actually strapping a device onto my butt. Its empty weight is just 146kg and MTOW weight is 300kgs so it's like a kitten playing with wool in even light winds. It has 15% more wing area than a two-seat Piper Tomahawk and, with 48hp, only a little less than half the Tomahawk's power. With all this, and a wing loading of just 22.4 kg/m<sup>2</sup> compared to the Tomahawk's 65 kg/m<sup>2</sup>, this little low range rocket has attitude to burn.

I was looking for a single seat aircraft I could trailer. Nothing flash, just simple. I heard there was a Colby503 near Brisbane so I called the owner, Colin Thorpe, and he invited me down to the hangar at Heck Field to view his masterpiece.

It looked neat and sporty; blue and white with a black boom. The panel was practical and the fabric in excellent condition. Colin had recently removed the original Rotax 477 and replaced it with a Rotax 503 giving it the design maximum power-to-weight ratio. This would put it at the top end of its performance ability. All it needed was test flying to check the motor installation.

The test was uneventful. Its take-off proved as short as the book suggested and climb-out at Vy was phenomenal. In cruise, I had to pull the RPM to 5,300 to cruise level at 55kts – playing with the throttle quickly demonstrated full power could exceed the Vne of 65kts even in a climb. Visibility was superb; the low pod-nose profile gave a fantastic view ahead. In fact, maintaining height and 55kts needed the pointy bit of the pod nearly 30° below the horizon. Smitten, I bought it and ferried it to Boonah where, after some re-building work, I set out to make friends with my acquisition.

The Colby main wheels must be chocked for parking and starting because there are no brakes. Engine starting is simple - fuel cock ON, choke ON, mag ON, then bring the fuel pressure up with the electric pump and turn the pump

"It's the best toy I have ever had"



The Colby climbs well



Formation



Formation grin



Take-off is short

to 'OFF'. Call to clear the prop, grasp the pull-start handle firmly and pull the engine over. It usually runs on the second or third pull. Set the idle to 2,500 RPM. Choke to OFF, and then get seated and harness up. I have a Yaesu FT-230 VHF transceiver clipped within easy reach and a PTT switch velcroed onto the stick. With a good headset the system works just fine.

Having no brakes and a powerful engine, taxi speed rises exponential and must be carefully controlled. With the high boom and motor, and the stretchy-cord suspension, fast cornering causes listing that the Titanic would envy, so wind under a wing would make a tip strike almost inevitable.

DVAs are simple – Master ON, Fuel – cock on, back-pump ON and sufficient for flight, Instruments – tachometer functioning, note altimeter reading airfield elevation, compass reading about right, Temps where they should be,

harness tight, radio secure, check full-and-free controls. How simple is that?

Check traffic and line-up. By the time the throttle is fully open the aircraft is airborne, 30ft AGL and climbing. The speed must be curtailed by raising the nose. At 31kts, 24.3 seconds on the stopwatch will see 500ft change on the altimeter. This equates to 1,240 feet per minute. At this airspeed the climb angle is phenomenal. The aircraft goes up like a lift with windows.

There is time to gather a feel for the controls during climb. For such a light aeroplane the ailerons are heavy. Large and full span and they give a roll rate comparable to a Cessna 172. The elevator is much lighter and very lively, making it easy to over control in pitch. The rudder, also heavyish, is adequately effective and average in weight and response.

Levelling off follows the same process as with any other light aircraft – first attitude and

then power back to cruise. In the Colby, the power must be reduced quickly to avoid exceeding the Vne. Level cruise at 5,300 RPM gives about 55kts and, at my weight and with half a tank of gas (20 litres), it flies hands-off. The visibility is marvellous – over the nose or out to either side. Looking over the side I can see the wheels slowly revolving in the airflow. I can reach out and stop them with my fingers. In how many other aircraft can you do that it, eh?

Turns are straightforward. There is plenty of adverse yaw but co-ordination poses no difficulty. However, I notice in climbing turns a marked overbank tendency, a function of the light wing loading. At angles of bank at and above about 45° the wings do a lot of flexing and, although the aircraft is stressed to +4G and -3G, I do prefer to waggle the wings with the stick and not sit and watch them doing it without me.

Basic stalls end in a sinking mush with a

bobbing nose. I don't like doing stalls in the Colby - this 503 engine is free-air cooled, and low power encourages under-lubrication and over-cooling. With some power on it is reluctant to stall and wallows around at about 8 KIAS. Feeling the airflow through my hair, it's probably around 15 to 18kts. Lateral control is vague but it just sinks, nose high and with the wings level. I have never tried a full power stall, engine operating parameters preclude it.

The glide ratio lists as 7:1 and I believe it! But, as a rule I don't glide it – I use power in descents to minimise over-cooling. The book value for best L/D is 31kts but this is too slow for approaches. With little mass and bags of drag, gusts rip-off airspeed so IAS decay is abrupt. I maintain a minimum of 45kts on a calm day and 50kts if I suspect a few gusts.

Downwind checks are minimal, fuel pump on, mentally recall the fuel/time remaining in

the tank, harness tight and lookout. Base turn is just past the runway's end as the high drag makes the approach naturally steep. Float is short because drag is high and the aeroplane settles into its feather-bed-like undercarriage oh so sweetly. Elevator effectiveness vanishes without slipstream and the nose wheel quickly settles. Holding back elevator to unload the nosewheel, the speed just evaporates. The distance I use on a normal landing over 15 metres is around 120 metres but a short landing in the right conditions would reduce that substantially.

Looking at this unique little aircraft sitting on the ground makes me want to grin from ear to ear. It is like a model aeroplane – but one I can actually fly. As someone said to me – I should have made it bigger and put radio controls in it. It might be a toy, but it's the best toy I have ever had. ☺

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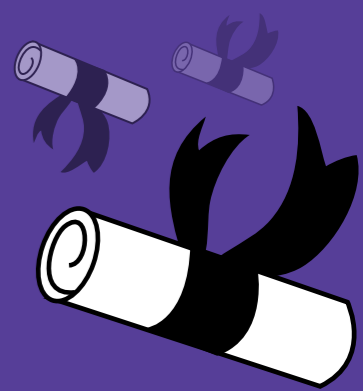
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FLIGHT INSTRUCTOR'S FORUM

**The race to solo**

BY PROFESSOR AVIUS AVIATION GURU



**G** OING solo for the first time in any aircraft is an event in a pilot's life that will stay with them forever.

Some compare it to the birth of their kids or their first kiss. It surely rates as one of the most memorable moments in a person's lifetime.

Around the hangar or clubhouse you will often hear students and pilots talk about how many hours of training they did before going solo.

Scarily though sometimes, it seems to be a measuring stick of a pilot's abilities which, of course, could not be further from the truth.

The Professor has heard tales of pre-solo instructional times being as low as four hours! Which is something that sends a shiver down his spine.

Before being sent aloft alone, a pilot must not only be able to takeoff, perform a circuit and land safely, but must also be able to manage various types of minor and major emergencies - everything from an open unlatched door to a partial or full engine failure. The instructor sending a student solo should ask him/herself one question before stepping out. "Will this pilot be okay if the proverbial hits the fan?"

It's a difficult question to answer with any sort of surety, but there are some things instructors can do to give the student the best pre-solo readiness.

It all starts with the correct and orderly progression through the basic flying sequences. The first few lessons are crucially important when building the skillset and should never be rushed or bypassed. Effects of controls, straight and level, climbing, descending, turning and stalling should all be covered before the student is taught to land the aeroplane. The basic skills will be refined during the hours of circuit training, but they are the building blocks for everything which comes later.

**OBJECTIVE BASED**

This is a key to efficient and safe preparation for a pilot. A good instructor should set and define the objectives for the next flight, then focus

the lesson on achieving those objectives. For instance, early circuit training objectives would be things like:

- Recognising and maintaining a good climb attitude;
- Basic circuit shape, turning points etc;
- Maintaining height;
- Distance from the runway;
- Speed control.

Once the student has had a couple of hours working on those objectives, he/she can move onto more complex objectives such as:

- Radio calls;
- Downwind/ pre-landing checks;
- Approach angles;
- Effects of wind;
- Accurate touchdown point.

If, before the flight, the student has the objectives clearly defined and the lesson is then aimed at those objectives, they stand the best chance of progressing at a reasonable rate. They also get to feel a small win with each flight which is also important. A good pre-flight briefing, focusing on the objectives and revising the ones from the previous lessons is a must. The lesson should end with a debrief, focussing on the successes, rather than the failures.

**THE LANDINGS**

Obviously, a student needs to be able to land the aeroplane safely. That includes being able to recover from a small bounce or missed alignment, decaying or increasing airspeed etc. If the student has not demonstrated this ability during their circuit training, the instructor should induce some unusual landing pictures and guide the student through the recovery procedure, with an emphasis always being placed on the go-round.

Once the landings are under control, the emphasis should shift towards emergency and non standard procedures.

Obviously the big one is the EFATO and engine failures anywhere in the circuit. But there

are others which also need to be covered and checked:

- Flap failure, stuck extended, and retracted;
- Radio failure;
- Door unsecure;
- Airspeed and other instrument failures;
- Traffic interfering with the circuit;
- Diversion or holding;
- Unexpected runway change;
- Bad bounce after touchdown.

If the student is given lots of encouragement and the training sequences are clear, orderly and backed up with clearly defined objectives, he/she will reach a solo standard in a time frame which suits their abilities.

We should never encourage the "how quickly did you solo?" question as a measure of a pilot's abilities or success, especially during the crucial early training phase. ✪



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LEARNING TO FLY

Passenger approval

BY ANTHONY SIBARY



Proud father



Wollongong beaches

**W**HEN I completed the necessary hours for a passenger endorsement, I asked my CFI, Dave Rolfe, if we could complete a check flight. The response of a resounding yes meant that after some theory revision and a pre-flight, we were airborne and headed into the training area.

The weather conditions were ideal and Dave was keen to see how I handled the Jabiru. I am happy to report all went well. He focused his questions on the various settings and airspeeds relevant to having two people in the aircraft. I also went through the safety procedures, should there be an issue when carrying a passenger. After some upper air work and several touch and go landings, it was time for a full stop landing on 36R. As is often the case at YOAS, the wind conditions had changed since our last touch and go. We were still good for 36, but a check of the windsock showed a slight crosswind.

I can honestly say the landing was a good one and I was able to demonstrate the correct technique for the conditions, which impressed Dave. With my log book entry certified by my CFI and the paperwork on its way to RA-Aus, I could not wait to let my son know he could go flying with his dad.

When the day arrived, we headed to YOAS under a clear blue sky and it was tough figuring out which of us was the most excited. One thing I did know was that to get here had taken a lot of work and time. On this day I was determined to show my son what I have learned and, above all, make it fun.

Having completed the necessary CASA paperwork, I realised this was the first time my son had been to the Oaks and met the gang. He finally got to know the people I had been spending all my time with. Following my pre-flight, I made sure he was safely secured in the aircraft and we headed out to the 36L run-up bay.

From take-off to touchdown nothing wiped the smile from his face. I explained how the intercom worked and reminded him to please keep his huge feet away from the rudder pedals. I showed him how I made the air-

craft roll and how we descended by reducing the throttle. I explained it was important to keep the aircraft flying in balance, using both the aileron and rudder. Also, how important it was to keep the ball in the centre. It was fun demonstrating this using the rudder pedals.

What an awesome passenger he was. Asking questions, taking pictures and videos and telling me he was loving it. We flew out to the coast near Bulli and then back over Warragamba Dam, before returning to YOAS. Clear skies and smooth air made for a lovely day up there.

As we taxied back to parking he said "Thanks Dad that was great, I'm so proud of you!" Yes, I had a tear in my eye. Can it get any better than that? As ever, a huge thank you to my CFI, Dave Rolfe, and to John Taru for letting me fly his pride and joy. And to my son, you are awesome mate!

That is one of the many things I love about flying. The ability we have to share it with others. To take family and friends up into the sky and let them see for themselves what it is we are always raving about.

See you (and maybe your friends and family) in the pilot's lounge for cocktails and debriefing. ☺



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## HOME BUILDER

# Kidding ourselves

THE BEST BITS ABOUT BUILDING YOUR OWN BY DAVE EDMUNDS



**I**HAVE always been a fan of the Cessna 182, not normally a subject of this magazine. They are roomy, have good short-field performance and reputedly can carry more or less what you can fit inside them.

The last flight I had in one was a beautiful late-model example. My friend, the owner, had just filled it up with fuel before a short flight from Canberra to Moruya. It carries more fuel than I normally use to fly from Goulburn to the Flinders Ranges and back. You can buy a 40-year old 182 with around 5,000 hours on it for about \$70,000, or import a really nice one, less than 10 years old, for around \$300,000. The cheaper one may have issues. What is more, they turn a two-hour flight in my Jabiru into a flight of just one hour 20 minutes, which may be important for some. But they burn around 50L/hr and use expensive parts.

A few years ago, while flying through central Queensland in moderate turbulence at 8,500ft, I could hear pilots requesting altitudes above 15,000ft to escape turbulence. Unless your Cessna 182 is equipped with oxygen, it will not help you out in these circumstances. Perhaps something like a Lancair Legacy, which is seriously fast and pressurised, and also seriously expensive to buy and run, might do it.

It is always possible to find an aircraft incrementally more capable than the one you have, or reasonably able to afford, but the word 'incrementally' is the point. If we reverse the argument, people have flown trikes around Australia. It is not something I want to do, but it can be done. But here is the thing. It is probably no cheaper than doing the same trip with an aircraft with considerably more capability. There is always a sweet spot, or at least a sweet area.

I think that for reasonably comfortable touring you would want, as a minimum, a two-seat enclosed aircraft. I am not a fan of tandem seating in aircraft, but each to his own. Cruising speed is important because a headwind is vastly more significant in a slow aircraft than a fast one in terms of range.

A host of manufacturers have attempted to find this sweet spot and the majority offer kits or completed aircraft. They have in common an enclosed cockpit, two seats side by side, around 100kts cruise, 40kt stall and are powered by engines from 80 to 100hp, usually either Jabiru or Rotax. And they can manage a take-off from a relatively short rough strip. Discussions persist about the optimal build material, but it is probably largely irrelevant, unless you plan to build. My preference is to build in aluminium, an issue I addressed in a previous article, but there is no way you can achieve the smooth complex curves possible in a composite structure.

The performance described above is pretty fixed. That is, an 80hp aircraft carrying two people will not cruise in excess of 100kts, if it stalls at 40kts. So adding capability to your preferences will mean degrading performance somewhere else, by increasing engine power, fuel capacity and consumption and weight. There is no free lunch, such an aircraft is going to cost more to purchase and operate.

Using Jabiru as an example, as I would, the Jabiru 160 has wing tanks which hold around 130L of fuel. My older LSA Jabiru has a marginally smaller cockpit and carries only 65L in an internal tank, which is a restriction. I would rather have the 160, but if you turn the page you will find a considerable price difference between the two models.

But, to go a little further, if I add the same margin again to my price point, I can go to a Jabiru 230. I could probably stuff a folding bike into one of those and save on taxi fares too. It flies 20kts faster and is unquestionably more capable, but uses around 50% more fuel.

For all that, and while I do not want to get too personal, I don't want to be in the air for more than around two hours because my bladder is not what it used to be. So while I would appreciate the extended range, there are few occasions I would use it. Neither of these aircraft, while undoubtedly more capable, will allow me to do much more than I can now.

It is easy with any device to lust after additional features and, for all of us, there will be choices we make which are not entirely rational in terms of a strict performance-for-the-dollar assessment. I have written in the past



*"It is always possible to find an aircraft incrementally more capable than the one you have"*

about my attachment to Apple devices, of which I have a fair suite. Similarly, my motorbike is pristine and has more capability than I will ever use. Our family car, which my wife is inclined to fill with horse stuff, is rubbish. Such is the joy of life.

So, there is no point in getting too clinical. If ownership of a gorgeous aircraft is your thing, then go for it and economise elsewhere, perhaps on a Windows phone. Unless your decision is outrageous you won't regret it, although I am appalled at the number of aircraft owners who have told me their attachment to aircraft has cost them a marriage. We aviators should always remember how privileged we are to be in the position where even considering aircraft ownership is possible. And if your other half gives you whole-hearted support, you are even luckier.

There are only two risks for those of us on limited means. Kidding ourselves about what we actually need and kidding ourselves about the rationality of our priorities. ☹

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# Scared to Death

BY ROD ROBERTSON

**I**T seems to be the same old story. Got to get home - just enough light/fuel, the cloud is down around the hills, the on-track terrain is rising, so descend and stay beneath, maybe you can pick a track around it?

All too quickly you'll find yourself desperately looking for non-existent gaps in a frantic last ditch bid to remain visual and on track. Soon to follow will be a steep angle of bank, low air-speed and worsening visibility.

All too quickly confusion will kick in and kneejerk control inputs become 'mode select'. At this point you might as well not have an instrument panel because you are not likely to believe it anyway. Your total focus will relate to what's going on outside the aircraft while your mind will be busily computing the dodgy inputs being transmitted from your rear end.

The very thing which can save your unfortunate sorry arse is staring you in the face, but the onset of panic makes you completely oblivious to it. It's as if your VFR instructor is standing behind you saying "ah well, ah, ah, you're not IFR". Right at this moment you might as well bend down and kiss your arse goodbye, because the reality is that unless you become proficiently IFR in the next few seconds you might never see the sun shine again.

Scary stuff? Too right it is. Hangar stories abound of "the time I almost didn't make it". Plenty of whizz wheels have been won by in-cloud confessions and such tales. However, the sad fact remains, so many never see the other side. When are we going to wake up?

Hopelessly lost, hopelessly disorientated, equals hopelessly under-equipped and under trained. The echoed words of your VFR instructor won't save you once you've entered low level cloud in a confused and disorientated state, sporting a dodgy panel and a serious lack of training.

If you want to live long enough to make old bones in aviation you have two basic options;

1. Stay home on cloudy days;
2. Get an instrument rating.

Unfortunately both options come with a bag full of associated problems.

## STAY HOME

You never intended to go flying in scuddy weather, but the cloud wasn't quite true to forecast, the front was slower moving than predicted and the cloud didn't clear as fast as anticipated so you soldiered on to take a peek and found yourself somewhat up the proverbial creek without a paddle.

## GET A RATING

You can spend a truck load of dollars on an instrument rating, only to discover it is bewildering.



More rules, regulations, requirements and super tricky exams than you'd ever thought possible. Bags and bags of paperwork and amendments that will see you sitting on the lounge room floor amending docs till midnight. What fun. Unless you are a full time or budding charter/airline pilot or a privateer with a diamond mine, you will never keep your rating current.

So where does the answer lie for recreational pilots - Training or aircraft design? Partly both of these.

## TRAINING

How many hours of instrument training or under the hood instruction is required for the issue of an RA-Aus licence? I believe the answer is none.

If one day you unwittingly stray into a bit of white puffy stuff, you are on your Pat Malone. It may be true to say that it is a visual licence and pilots are taught to stay out of cloud, but the fact still remains people are getting caught and getting killed. The instrument training required for a basic GA licence is minimal at best, a few hours to tick the box and move on to other things, never revised or re-tested. Under the hood requirements for a GA bi-annual flight review is also nil, so even if you have your GA licence you will never be asked to demonstrate your ability to keep the aircraft straight and level without reference to horizon or ground.

## DESIGN

At a fly-in have you ever looked at a sporty little home built or kit aircraft and thought "Wow that looks great!!" only to put your head into the cockpit and find that the tacho takes pride of place on the panel, mounted directly in front of the operator, combined with other semi-useless junk like the hand held radio velcro'd to the panel sprouting multi directional wiring. A fat lot of good the tacho and its associated crap will be

when the windscreen goes white.

It took the boffins of aviation around sixty years to evolve the panel into an ergonomically useable bit of gear. From about the mid-sixties, most instrument panels were gradually transformed into the familiar six pack. This configuration was designed for ease of scanning and situational awareness. Have we grown out of the need for situational awareness? Certainly not, but you could be forgiven for thinking so. Next time you are at a fly-in notice the sub-standard and poorly equipped cockpits on many aircraft.

But there is some fantastically clever gear out there and very reasonably priced, light-weight compact units which combine synthetic vision, flight and engine instruments, GPS, autopilot and much more. A basic six pack (Air Speed Indicator, Artificial Horizon, Altimeter, Turn & Bank, Directional Gyro, Vertical Speed Indicator) will set you back a meagre \$2,800. Dynon produces the D1, a nifty electric Artificial Horizon aptly nicknamed The Lifesaver.

There's not much of an argument these days for being under-equipped. If the price of safety is too much for you, then consider snooker or darts as a recreational pursuit instead.

What needs to be done?

Get rid of that tacho from the middle of the panel and replace it with something like a Dynon D1 or similar, something that may save your sorry arse some day.

Invest in a little training and spend some time under the hood with a forward thinking instructor who's not stuck in VFR mode.

Talk about these issues at fly-ins and club functions and practice under the hood with the aid of a safety pilot in good conditions.

Footnote. My bi-annual came due while writing this and I was pleased that my Testing Officer put me under the hood, covered the GPS and requested 360 degree turns, climb/descend and tracking tasks. I passed. ✪

# NOTICE OF ANNUAL GENERAL MEETING

- 2015 -

**RECREATIONAL Aviation Australia is pleased to invite all members to the 2015 Annual General Meeting and discussion forums.**

**The meeting will be held from 2.00pm Saturday October 10 at the Brother's Club, 130 Takalvan Street, Bundaberg. Following the AGM members are invited to a forum from 3.00pm for open discussions with the board and CEO.**

## BOARD ELECTIONS

Michael Monck (NSW), Tony King (SQLD), Trevor Bange (SQLD) and Ed Smith (WA) were each re-elected unopposed.

In Victoria, only one nomination was received so no election was required.

Members in NSW/ACT and South Australia will receive voting forms and envelopes via mail.

The closing date is August 28. Elected board members will be notified on August 31.

## NSW/ACT CASUAL VACANCY

- 2 CANDIDATES -

### DON RAMSAY

I LIVE in Newcastle East and my LSA aircraft is hangared at Cessnock where I am Treasurer of the Hunter Recreational Flying Club. I have a degree in commerce and qualified as a CPA. My finance and IT management career was mostly with BHP and Rio. I have served as a director of a major Credit Union and worked closely with a number of boards including as chief financial officer of a top 50 listed public company.

I was pleased to be nominated to stand in the by-election to replace Andy Saywell whom I have known for a few years now and for whom I have the greatest respect.

RA-Aus was originally founded by a handful of enthusiasts on an aero club-like basis. However, with close to 10,000 members and an annual turnover approaching \$3 million, it has long since outgrown aero club status. An organisation this size needs people at board level with the qualifications, experience and skills to ensure it is being well managed. It needs board members committed to strict governance and with a strategic vision for making RA-Aus into the best it can be for the benefit of its members.

The board also requires skilled aviators to ensure it is more than just a business. While I came to aviation later in life, my passion for flying is as strong as anyone's and I am totally

committed to RA-Aus' primary goal of safe, affordable and fun flying. We need our board to work hard to obtain true equivalence of our Pilot Certificate with CASA's RPL. CASA says they are equivalent, but that doesn't make them equivalent.

The current board, and particularly the Executive of Mick Monck, Tony King and Jim Tatlock, has done a very good job. We also have a CEO who demonstrates superior management skills and has achieved a high level of morale in the office with our capable staff.

I have a particular interest in the management information systems and the data and service improvement project currently being well led by our CEO. With my finance background, I think I can make a useful contribution in our commercial and administration areas, including financial planning and risk management.

### CONSTITUTION REFORM

Over the past three years, I have helped develop and proposed a significant number of amendments to our Constitution to promote good governance and better communication by the board with the members. Almost all

of these proposals received the testing 75% majority vote by the membership. While these amendments have achieved their objectives and facilitated the extraordinary General Meeting at Queanbeyan in February 2013, they are just a start.

In 2015, we face a complete rewrite of our Constitution that will achieve the structure and board reforms so many of us consider necessary to ensure we never go back to the situation which existed in 2013. My experience in organisation design and familiarity with the current constitution and corporations law will, I hope, be useful in achieving the best reform outcomes for RA-Aus members into the future.



I would greatly appreciate your vote so I can make my contribution to these important development projects and get RA-Aus set up for the very bright future it deserves.

I welcome any questions you may have and I can be contacted by phone (0418 257 793) or by email (dar21347@gmail.com).

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

### BARRY BROOKES WRENFORD

pilots using the same aircraft under a VH banner, get it without cost. We are simply another branch of light aviation, using modern technology, to which many GA pilots are migrating. It has become dominant in Europe. We are expected to provide basically the same safety as CASA provides, using the support of a single workman's wage from the government to do this.

The shift of GA pilots from CASA across to us, plus the encouragement for us to manage higher weight aircraft, is reducing CASA's costs at our expense. Their savings have to be transferred to us and our costs for running safe aviation have to be realistically supported by the government and not by us individually.



### MAJOR POLICIES

1) AS part of the team, to obtain substantial ongoing funding from the government to reduce the increased cost burden upon us (as with the magazine) for which CASA is responsible. We make up a large and growing proportion of single engine private aviation in Australia and need to be supported accordingly to maintain CASA's ongoing safety demands.

Ever thought that the private GA pilot flies for exactly the same reasons that we do? We both fly for pleasure, for travel for any reason, to take up a friend, for scenic flying and to keep current. Yet we are called sport flying and have to self-finance, whereas

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**BUSINESS EXPERIENCE**

1954 to 1977 - Worked in a private rapidly growing surface coatings company, which passed through many cycles of growth pains such as RA-Aus is now experiencing. Trainee to Chief Chemist to Technical Director on the board. Much marketing/business training and designing of automated production lines with overseas travel and customer contact.

1977 to 1980 - Acted as consultant to the company while starting the family owned Alpine Soaring at Jindabyne as a high altitude gliding centre.

1980 to 1990 - Operated Alpine Soaring, with many club visits, without accidents or incidents and flights up to 32,000ft. Also a large format professional photography business recording every aspect of the Snowies.

1990 to 2000 - Pioneered and operated a family computer based desktop publishing/marketing business before this existed elsewhere. Board member and secretary of Tourism Snowy Mountains.

2000 to present - Fully retired. Built four kit aircraft.

**FLYING EXPERIENCE**

60 years of accident free leisure and sport flying and gliding, 10,000 landings in 100 types of aircraft.

1955 to 1964 - Trained in Tiger Moths with Royal Aero Club of NSW. Flew every single engine aircraft in that period.

1964 to 1977 - Converted to gliders and flew tug aircraft. Tugmaster, club secretary, instructor, CFI, National Gliding School instructor. Competi-

tion gliding.

1977 to 1990 - CFI operating high altitude soaring centre in the Snowy Mountains. Operated tugs, gliders and powered sailplanes and fully maintained the latter. Detailed study of wave, inversion wave and rotor, passed on to the power and gliding community.

1993 to 1997 - Paragliding.

1997 to present - Built four aircraft, two being seaplanes. Helicopter flying. Technical Councilor and Authorised Person for SAAA - Senior instructor with RA-Aus. Level 2 maintenance, with previous maintenance/repair authorisations for gliders and motor gliders and thinking of building something else.

I am retired and have no income derived from, or any association with, aviation related interests.

**VICTORIA**

- IN VICTORIA, TERESA AVILA WAS THE ONLY PERSON NOMINATED AND WILL BE DULY APPOINTED IN OCTOBER -

**TERESA AVILA**

I HAVE been a passionate and enthusiastic member of aviation since 2007 starting GA lessons at Bankstown Airport. However work and personal commitments took over and after 15hrs of flight I let it go for a while. In 2010 I heard about the RA-Aus pathway to flying and I started my Pilot Certificate training in the fast and agile J230 Jabiru. It wasn't long before I took off on my first solo above Bathurst Aerodrome one late afternoon and not long after that I was flying my first solo nav to Goulburn. I had a taste for independence as PIC and I didn't look back. I now have over 150 flying hours and plenty of stories.

I have over 20 years' experience in the heavy industrial and construction industry that reinforces my expertise in governance, policy setting, strategy and financial oversight. I am a mechanical engineer with a post graduate in business. I am an executive who leads a large east coast maintenance services business unit. I am responsible and accountable for all areas of compliance, governance and leadership across various projects and tenders. I lead all areas of safety, quality, financial deliv-



ery, programme, administration, work winning and client/stakeholder satisfaction. I have spent my working career in delivery of complex and challenging projects in the heavy industrial space. I started as a site engineer in the 90s and worked my way up through project management, operational and strategic oversee.

Everything we do in construction is governed by safety first. Aviation is no different. Safety and compliance on the ground underpins safe practices mid-flight, whether in a micro-light, sports aircraft or otherwise. From pre-flight inspections, registration renewals, BFRs, scheduled LAME service to mid-air checks and balances, safety and situational awareness is paramount to every pilot. The long standing culture of Australian recreational flying embodies safe flying hand in hand

with the sense of adventure and building the excitement and confidence of everyone around it.

I was an aspiring pilot as a young kid with visibility to family embedded in the RAAF, coupled with both parents encouraging a strong sense of adventure and pushed to tackle the impossible. It's exciting RA-Aus is making flying more

and more accessible to all walks of life with a focus on diversity and inclusion in every facet.

Finally, I am currently chair and treasurer for a not-for-profit incorporated association, artist-run initiative operating a community-based venue and artists' studios in Sydney. It is a volunteer run theatre venue for hire that services over 12,000 people each year and over 150 community groups, collectives and organisations across a diverse age, nationality, gender, preference and interest. I co-founded this space with four amazing women in 2008. We banded together to create an accessible venue from ground up that held all relevant licences to stay open and would not be at the mercy of high rents and developers. I am now looking for my next big adventure to get stuck into.

Declaration: In FY15 I have not received any income, remuneration or honoraria derived from aviation related interests. I have in the past received a small amount of income through private cross hire of aircraft with Central West Flying, under Avila Aviation Pty Ltd, when hangared at Bathurst Aerodrome. Further there are no criminal, civil or other proceedings current or reasonably anticipated against me, the nature of which would or might adversely affect RA-Aus or my duties.

**SOUTH AUSTRALIA**

- TWO CANDIDATES -

**BARRY WINDLE**

MY aviation story is short! Just four years of flying an Airborne XT 912 Tourer trike now based at Callington near Murray Bridge SA after learning to fly with Mallee Microlights at Lameroo. I'm the volunteer Secretary of Southern Districts Flying Club (an incorporated association) located at Strathalbyn and particularly enjoy cross-country flying into the Mallee, the Riverland and further afield. I have no other interests, commercial or otherwise with any aspect of the aviation industry.

I retired from full time employment in 2004 after nearly 40 years in roles from Cadet to Executive Director in the SA Department of Agriculture and its various forms over that period. Since 2004 I have been a part time adviser in several projects most recently in the South Pacific, and have held several Board and committee positions including seven years as Deputy Chair of the CRC for National Plant Biosecurity, a national, not-for-profit company limited by guarantee. I currently chair a statutory fishing advisory committee for AFMA and also the Board of the Adelaide Hills International Sculpture Symposium Inc., a not-for-profit community incorporated association.



This experience in government, private sector projects, statutory committees, incorporated associations and on the Board of a company limited by guarantee should enable me to make a worthwhile contribution to RA-Aus, particularly during this period of looking at new organisation structures, improving efficiency and getting a stronger focus on protecting and delivering benefits to its membership.

While the current Board and management appear to have made good progress in resolving past issues and moving to a more secure business model, the work ahead should not be underestimated given the complexity of changing Board and management structures and systems and the perceptions and expectations of members, CASA and government. All this needs to be done with minimum cost and disruption to our recreational flying and with the understanding and support of RA-Aus members.

To ensure a great future for recreational aviation and for my fellow members, RA-Aus will need to work constructively with other organisations covering recreational flying in all its

**JIM MCDOWALL**

I HAVE no financial interest in any aviation related business. I aged 60 and am self-employed.

As a Board member of RA-Aus I will use my extensive commercial experience to assist the Association to serve the interests of its members in a professional manner. In the course of my occupation I regularly review legislation, make submissions to enquiries held by various governments and am comfortable negotiating with regulators at all levels.

I believe that all the sports aviation bodies need to urgently address structural issues within the industry sector, not only to maintain relevance to the current membership but also to increase awareness of the joys

and benefits of flying as a recreational pursuit among the broader population in order to maintain the growth of RA-Aus.

Building a 95.10 aircraft was a vastly rewarding for me and I firmly believe that 'amateur' aircraft construction is the bedrock on which RA-Aus is built and that we need to not only jealously guard our privileges in this arena, but also take steps to ensure that maintenance of RA-Aus aircraft does not become overburdened by a system that may be more suited to airliner maintenance.

In short, I will fearlessly prosecute the interests of the members to ensure that their rights are not diminished by any action by any third party.



forms and with the Australian government and the regulators to achieve a sensible and practical policy environment.

As a member, I want my flying organisation to be competent, efficient and highly respected for the work done to protect my enjoyment of the amazing opportunity and freedom we have to fly within un-complicated, safe and consistent boundaries.

As a Board member, I will maintain a focus on our duty to plan strategically and to responsibly invest member's funds for the long term, to set the direction and standards for management implementation and reporting and to evolve the organisation to the most efficient and effective model that we can devise to secure our future.

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3428 JABIRU J230C



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3524 STORM 300



Ultralight Storm 300 two seater Aluminium aircraft . 7 hour endurance, Rotax 100 hp engine. Wood Comp variable pitch constant speed prop. Engine recently gone through full 100 hourly maintenance as per RAA requirements. VHF icom radio, Verticle speed & turn coordinator Bill 0428176172 \$52,000. ONO

3694 UNFINISHED PROJECT



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3865 FOR SALE JABIRU J200



Airframe TT570 hours, Factory rebuilt Solid Lifter Engine150 Hours. Recent Jabiru Repaint, Factory Service. GA Panel, Analog instruments, Microair Radio, 2XGPS,Total Fuel 140Litres. Strobe Lights, external power, Cold Start Adaptor, spare Prop. Lovely plane, cruise at 118kts at 21Litres, Heated Cabin. Located Dubbo, \$60,000ono contact Jeff, 0418 843954

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4000 SAPPHIRE



SAPPHIRE 19 3866. 168hrs 503 Rotax, 3 stage flaps, 58lt wing tanks, cruise 80kt+. Always hangared, ICOM radio. Hangared at Lakes Entrance VIC. \$15,000 and prepared to negotiate. Ph Jack 0429 801 548.

4016 QUICKSILVER GT400 10-1342



503 DCDI 294Hrs Airframe 664Hrs. Dual EGT's, CHT's, & Tach's. Voltmeter.Fully enclosed roomy cockpit. Long range tank. Oversize Lightwing wheels & tyres. IVO prop. Good condition. Flies straight. Docile & easy to land. Great STOL. Airframe & engine proven & reliable. All manuals. Always hangared (YCAB) \$8500 feendene@bigpond.net.au 07 32564047

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4305 JABIRU 170-C. FACTORY BUILT



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## 4501 JABIRU J160 C



2005 Factory Built, TT 2050hrs, Engine 130hrs L2/ LAME maintained & rebuilt engine. Removed heads to inspect & replace valve collets, everything perfect. Fully sorted aircraft. My wife and I have flown all over Australia. Nil Accidents, always hangared SW Sydney. Transponder, GPS, 10ply Tyres, Spats. kevin@kevinhome.net 0425 824 742 \$43,000

## 4502 JABIRU J120C



Jabiru J120c 2200B Engine. Purchased new from the factory 8/2008. Always hangared Caboolture Airport. Nil damage 244hrs. Oil and filter changed every 25hrs, serviced as per Jabiru manual. Standard panel with ASI and Garmin 296 also Aero 500 GPS. Hangarage available at Caboolture Airport. Contact phone 0733002879

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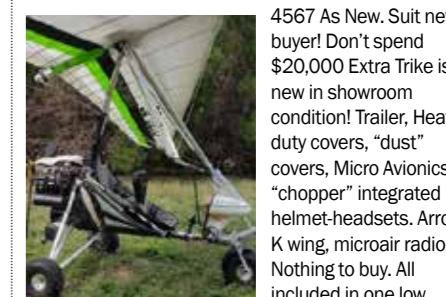


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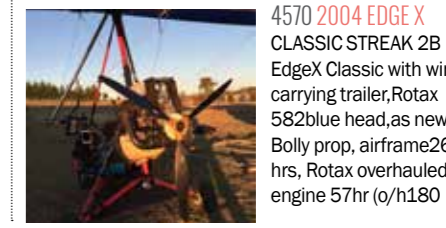
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JABIRU SP500 Aircraft in excellent condition, always hangared. All ADs complied with. Comes with 2 Bose Headsets, Tru Trak Auto Pilot, Icom A210 Radio, Garmin Transponder, Garmin 196 GPS, 85 Litre Fuel tank and Fuel camera. TT1200 hrs has new engine with 220 hrs. \$30,000 Ph: Sandra (03)56681990 Mob: 0428648330

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FK9 ELA, Rotax 100HP, TTIS approx 650 hours, >100kt cruise, Folding Wing Feature, 110lt fuel capacity, 35kg luggage capacity, Cabin Heat, Electric

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**4584 FK 9 TAILDRAGGER**



FK 9 Taildragger, 100hp Rotax, 120lt fuel, 35kg Baggage Comp, Dynon D100 and Autopilot, Microair Radio and Transponder, 280hrs Airframe and engine. 2011 Factory Build. Rego: 24-8041. Mob: 0409600361 Email: larry5843@gmail.com \$90,000 ONO.

**4585 WANTED ZENAIR 701 AIRFRAME**

Wanted a zenith airframe 701 at a later stage of construction Ph Nathan 0429 889985

**4587 JABIRU FACTORY-BUILT 2009 J230D**



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**4588 WINGS WANTED**

Wanted J160 or J230 Jabiru wet wings. With struts flaps and ailerons if available. Serviceable condition. I can repair minor damage. Scott - 0458 948 092

**4590 HANGER SHARE FOR SALE**

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### CAGIT HAS MOVED

After a long sojourn in the west, the coveted Come and Get it Trophy is back on the east coast. It was bagged from Geraldton by Michael Lawrence in a Sling 2 in late June and installed in the Heck Field club house, on the north end of the Gold Coast, in early July.

For a full list of the rules about capturing the CAGIT visit [raa.asn.au/events/cagit-trophy](http://raa.asn.au/events/cagit-trophy). Also Dexter Burkill's great Facebook page is a valuable resource if you are planning a move on it. [www.facebook.com/CagitHunters?ref=hl](https://www.facebook.com/CagitHunters?ref=hl)



The CAGIT Hunters bag the trophy for Heck Field

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### GARMIN D2 BRAVO WATCH

Garmin says the new model combines more capability and features in an elegant design which is lighter, thinner, more connected and simpler to use than its earlier D2 model. With streamlined mode selection, a crisp colour display, enhanced graphics, added wireless connectivity options and an easy-to-access METAR screen for weather information at a glance, the D2 Bravo is a true GPS-based flight system on a wrist.

The D2 Bravo has a high-sensitivity GPS receiver, altimeter with adjustable baro setting and a 3-axis compass with HSI course indication. It also has a built-in worldwide airport database and lets you access the Direct-to and Nearest route functions by pressing dedicated buttons. Plus much more.

- **PRICE** From USD\$699.00
- **WEB** [garmin.com](http://garmin.com)

THE KITS INCLUDE EVERYTHING



### EMERGENCY BEACON

GME has been designing and manufacturing emergency beacons in Australia for over 30 years.

The AccuSat Series MT410 is the smallest and lightest PLB on the market. It has a seven year battery replacement life, a seven year warranty, built-in GPS receiver and a high intensity LED strobe.

- **PRICE** \$375.00
- **WEB** [ozpilot.com.au](http://ozpilot.com.au)



### KITS FOR ULPOWER

Kaolin Aviation has contracted to design and produce firewall-forward kits for popular kit-built aircraft, to make the choice of ULPower engines easier.

"We realise that most builders don't want to have to design and fabricate their own engine mounts," says ULPower US director Robert Helms. "And most don't want to build from scratch their own cowls and baffling; or do the ancillary engineering under that cowl, either. Kaolin Aviation has agreed to work with our engine customers, to develop and produce commercial firewall-forward components that will mate with popular airframes not offering a factory installation."

The fully-engineered kits will include everything forward of the firewall: mount, cowl, tuned exhaust, prop, spinner, baffling and hardware. They will allow use of the ULPower 6-cylinder 520-size engines on the Van's RV4, where a 320-size legacy engine is usually found. Kaolin also plans to offer a 4-cylinder kit for the Sonex family in the near future.

- **PRICE** TBA
- **WEB** [ULPower.com](http://ULPower.com)

### REMOVE BEFORE FLIGHT

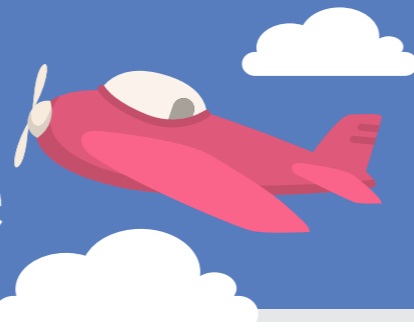
For gear pins, plugs and covers, this retro reflective streamer stands out like a sore thumb in daylight, darkness, ambient light and incumbent weather.

Each 310mm streamer comes with a sizeable shock cord and safety clips, making it versatile enough for any remove before flight application.

- **PRICE** \$19.50
- **WEB** [skyshop.com.au](http://skyshop.com.au)



# Human-capable drone



**A** US company has conducted the first test flights of a purpose-built man-carrying quadcopter.

"It was just the proof of the concept, a very short flight" said inventor Pete Bitar, President of AirBuoyant, manufacturer of the VertiPod IV. "But it was exciting, doing something that's never been done before, with a design for production."

The VertiPod IV, which was expected to make demonstration flights at Oshkosh air show in July, will actually be a Hexacopter – six motors and six props; it will have a payload of 113 kilograms and be designed to fit into a big suitcase. Flight time is still in single-digit minutes for now, but extended flights are projected.

The machine will also be able to be remote controlled and programmed to fly a fully-autonomous route. Expect to pay USD\$23,950 for the privilege when deliveries begin next year. ☹



### SEND IN YOUR STORIES

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



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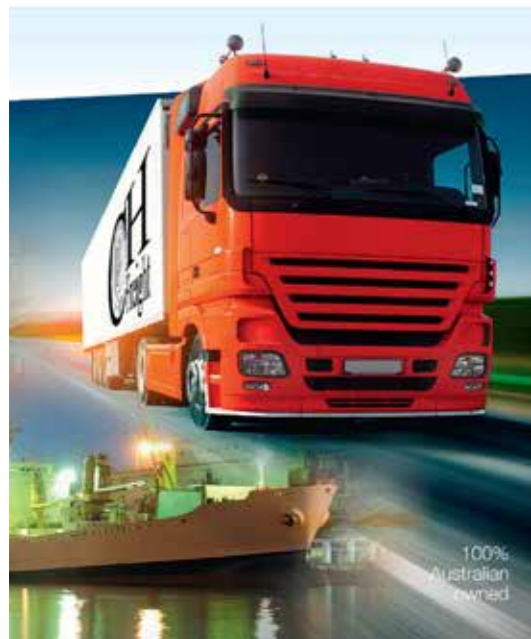


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