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## ACT AUSTRALIA

ARBN 070 931 645  
ABN 40 070 931 645  
international: +61 2 6280 4700  
national: 02 6280 4700  
fax: +61 2 6280 4775

## CEO

Steve Tizzard: 0488 236 222  
ceo@raa.asn.au

## Administration Manager

Julie Roll: admin@raa.asn.au

## Operations Manager

Mick Poole: 0400 280 087  
ops@raa.asn.au

## Asst Ops Manager

Zane Tully: 0428 282 870  
ops@raa.asn.au

## Technical Manager

Steve Bell: 0428 868 418  
(ring office first)  
tech@raa.asn.au

## RA-Aus BOARD

Elected State Representatives

### Tasmania

Eugene Reid (President):  
0428 824 700  
freedomflight@bigpond.com

### Northern Territory

Mark Christie: 0412 345 111  
nt1@raa.asn.au

### South Australia

Lynn Jarvis (Secretary):  
02 6280 4700  
sa1@raa.asn.au

### New South Wales

Paul Middleton:  
02 6454 2347  
nsw1@raa.asn.au

David Caban:

0413 603 783  
nsw3@raa.asn.au

### North Queensland

Steve Runciman (Treasurer):  
0405 640 689  
nqld@raa.asn.au

### South Queensland

John McKeown:  
0438 728 311  
johnmck47@yahoo.com

Myles Breitkreutz:

0418 198 016  
mylesb@bigpond.com

Nick Sigley - 0421 821 654  
info@flyapa.com.au

### Victoria

Rod Birrell: (W) 03 9744 1305  
(H) 03 9431 2131  
mail@goflying.com.au

Ian Baker: 0425 702 333  
ian@recreationalflying.net

### Western Australia

Ed Smith: 0409 962 050  
wa1@raa.asn.au

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## STAMPILS PUBLISHING

All Enquiries Ph: (02) 9008 3590  
433/1 Searay Close, Chiswick, Sydney, N.S.W 2046

## EDITOR - Brian Bigg

editor@sportpilot.net.au

## DEPUTY EDITOR - Kreisha Ballantyne

kreisha@sportpilot.net.au

## ADVERTISING SALES - Peter Orr

sales@sportpilot.net.au

## MEMBER CONTRIBUTIONS

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

## WHAT IS RA-AUS?

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

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

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

## WHERE DO I START?

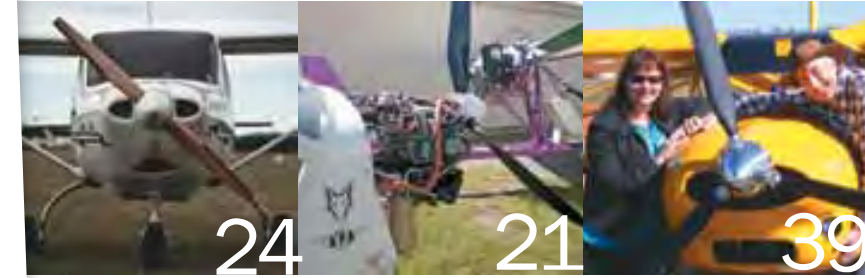
Call RA-Aus head office in Fyshwick in Canberra. The staff can help by telling you what's required and pointing you in the direction of the nearest flying school or club to where you live. Or you can call one of the board members listed here, who represent different Australian regions. They can answer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

## FINDING THE CLUB NEAREST YOU

Email ops3@raa.asn.au



>> Cover Image: Sportcruiser 24-7544  
Photographed by Anton Meier



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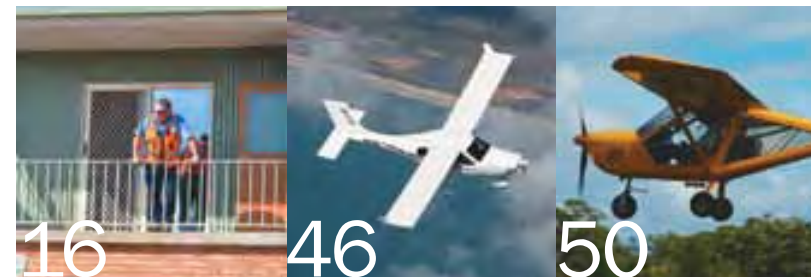
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# 28

**It looks like an aircraft crossed with a VW Beetle and an Audi TT**



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# the President's Report May/June 2011

**Eugene Reid**



CHANGE is in the air. We have a new style magazine, both in name and style. And a new editor as you will see.

Brian assures me you will want to read not only the "For Sale" section at the back and the President's report at the front, but all the exciting articles in-between.

He even promised to edit all articles and reports including mine and make them more interesting so you will look forward even more to your monthly magazine. It will stand out on the newsstand, increase sales and, in turn, introduce our form of safe, affordable, and exciting aviation to more potential pilots.

Myself, representing the RA-Aus executive, and Brian Bigg have been working on a deal to bring this new magazine style to you for the past couple of months and I hope it does excite and entice you to read it and fly.

We didn't stop there. We also have a new company managing our Website. It should soon be much easier to navigate and find the information you want. There will be many new sections, including on line payments, the magazine, aircraft for sale and many other new additions.

NATFLY (National Fly-in) at Temora is now over and a great time was had by all. The biggest problem was getting there.

Despite what you might believe, RA-Aus can't control the weather. There was rain, low cloud, fog, and in places, thunder storms imbedded in the cloud.

Because of the weather we didn't have the same early roll up as last year.

When I arrived on Wednesday there were only about 30 aircraft on the ground. Numbers increased on Thursday, but it wasn't until Friday I was told that the count was up to 400 aircraft. We had many more fly in on Saturday when the weather really improved. Congratulations to all those people who flew in despite the weather.

Because of the way our aircraft spread out over Temora Airport, it is easy to think there are not many aircraft there. You can't see them all at once.

My estimate was 600 to 800 aircraft over the weekend. Down from the 1000 last year. A lot of visitors came by road, a lot with caravans and an amazing number of tour busses full of passengers.

We had more families than I have seen before. Mum, dad and

the kids were all around the airport and there was not enough for the young ones to do. We weren't expecting them. This will be looked into next year. We need to keep children interested. They are the next generation of pilots.

There were new and exciting aircraft on display, even aircraft with enough storage space for a motorcycle!

There were powered parachutes, gyrocopters, trikes (powered hang gliders) and hundreds of homebuilt aircraft. It was amazing to see the time, effort and passion put into many of them. It must have been hard for the judges to pick a winner. The forums on everything from Meteorology, Garmin GPS, NAIPS, Jabiru engines and a lot more were very popular too.

We had a few problems. The RA-Aus display was not pride of place in the centre of the display area. It was up the taxiway next to the museum and many people had trouble finding it. Next year it will be easy to find.



Our Presentation Dinner went extremely well. I was amazed at how early everybody turned up. I arrived at 6.30pm in case there were problems with seating. There was no need. Sue from our office had everything under control. The meals were good, the speeches didn't go for too long and it was great to see and hear from the winners of the trophies - from longest distance flown (we had 12 aircraft from Perth) to the best built and most innovative aircraft.

And finally. It seems like forever I have been telling you changes to the 95 series regulations were almost here. Well they are. They could even have been used by people flying home from NATFLY.

Ten thousand feet as long as you aren't in controlled airspace, aircraft, loaded up to 600kg (if your aircraft is approved for it) with all those gifts you bought for the family at NATFLY, access through Military Airspace with approval and direct crossings of Bass Strait, if necessary, due to weather.

It was necessary too, on my return to Tasmania. Both Flinders and King Islands were in cloud, then it was clear blue sky across the centre. In fact, you only needed to be 20 miles into Bass Strait from these Islands and it was clear from there.

Thanks must go to John McCormick, Director of Aviation Safety, Civil Aviation Safety Authority. Recreational flying will be safer and more enjoyable because of the changes.



# calendar of events

# 29



>> Savage Cub owned by Paul Turner and based at Boonah at 2009 Gatton Fly in

## Gatton Airpark Breakfast Fly-in 29 May

Come and inspect our unique hilltop residential aviation community. Hot brekkie courtesy of the Lions Club from 0730 Sunday. Saturday night camping available underwing or hangar with shower & toilet facilities. BBQ Saturday night and courtesy vehicle. \$200 Award for Longest Flight. Airfield details in ERSA. Ph Martin 0419 368 696.

## Sunraysia Sport Aircraft Club Annual Fly-in Queens Birthday Weekend

11 June

Wentworth Aerodrome, home of the Sunraysia Sport Aircraft Club. Fully catered. Main meal Saturday evening (3 Courses). BBQ lunch Saturday. Breakfast Sunday morning. Avgas available. Ph Lorraine Powell 03 5027 2446 AH or 0427 396 883.

## Wide Bay Australia International Airshow 2011

19-21 August

Wide Bay International Airshow rediscovers the performance of the barnstorming days. Keep this weekend free, so you can come and be entertained. You won't be disappointed. To keep up to date with the latest news visit [www.widebayairshow.com](http://www.widebayairshow.com).

## Horsham Aero Club rescheduled Fly-in & 50th Club Anniversary Celebrations

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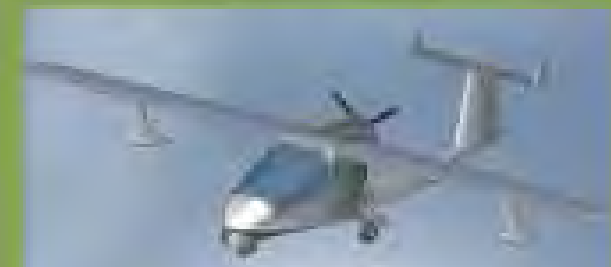
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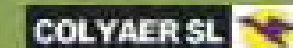
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# Forming Shadows

Founded at Murray Bridge in 2001 by Recreational Pilots Academy, White Shadows Formation Team began as a fund raiser for the first Barossa Air Show.

## 11 editions a year

BECAUSE it took some time for the transition - from the previous publisher to the new publisher - to be organised, the May edition of your member's magazine slipped below the horizon.

But never fear. You will still get 11 editions this year.

Instead of May, everyone will get a bonus members-only January edition, filled with great holiday ideas, places to go, things to see. Great holiday reading.

## Got something to say?

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

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

Maybe it's you and your completely reasonable opinion about the world of recreational aviation that no one else will listen to.

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

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

THE initial displays had only three aircraft, but the team has ballooned to 9 skilled pilots, currently with five aircraft in the formation displays. Most of the original pilots are still flying with the team today.

As a 5 ship team - comprised of various Jabiru types LSA to J230 both privately and school owned - we have performed in local and interstate Air Displays.

The photograph features three of the five aircraft - shot from the fourth in an Echelon Right formation over the Barossa Valley in SA - on a practice run leading up to the Barossa Air Show held in May 2011.

Formation Flying in Jabirus is an exacting business requiring trust in your fellow pilots, as well as remaining in current practice and achieving a tight and safe formation.

Our display normally includes changes such as Vic-Echelon Left & Right, Line Astern and Line Abreast. Landings are usually conducted tight Line Astern with each aircraft Side-slipping on final for visual affect for the crowd.

For visual effect, we have introduced

comic interludes - such as the Drunken Mechanic (Merlin) with head-on passes with very loud explosions and Smoke Trails.

All aircraft are maintained and operated under the auspices of the Recreational Pilots Academy at Murray Bridge, who also conduct the rigorous training of the formation team.

Most of our team pilots have in excess of 1000hrs experience on Jabirus which are tricky machines for formation due to their light weight.

Anyone wishing to improve their flying skills can take a formation Training Course with Recreational Pilots Academy at Murray Bridge led by CFI James Hubbard and Neil Wickens, Pilot Examiner. (James on 0419 82 52 52).

The Training syllabus will take the pilot through safety procedures, breaking and rejoining formation, two and three ship formation take-offs etc. resulting in your formation endorsement.

You could become the next White Shadow on the team!

**- John Harding, Team Manager.**



# CUBCRAFTERS down under

With the recent establishment of Cub Aircraft Australia Pty. Ltd, CubCrafters has extended its distribution network to Australia.



CUB Aircraft Australia has just completed building a hangar at Tyabb Airport, about 40 miles southeast of Melbourne, Victoria.

They recently received two CubCrafters aircraft, one of which is being used for demonstrations.

Company founder Stephen Buckle reports that even in these early stages, interest in the Carbon Cub has been high, and that people commonly express disbelief that such a powerful airplane qualifies for the Light Sport category.

Buckle first heard about CubCrafters from a friend and had an opportunity to fly a Sport Cub earlier this year, in South Australia. (To his knowledge, there are currently only four CubCrafters aircraft on the entire continent.)

His interest piqued, he made a visit to the CubCrafters factory in September, where he toured the facility and reached an agreement with CubCrafters to become the Certified Sales Center for the Australian market.

Buckle explains his en-

thusiasm and optimism: "In Australia we do not really have a history with Cubs in any big way. There are some old Cubs here, but not many. The Carbon Cub is unique. Purchasing an airplane is always a compromise, but the Carbon Cub doesn't pretend to be anything and doesn't seem to be a compromise. It's great fun and puts a smile on your face."

Australian pilots interested in the the CubCrafters line will find Cub Aircraft Australia linked on the CubCrafters web site and also at www.cubaircraftaustralia.com.au.

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## Great prize: letters to the editor

Our star Letter to the Editor next month will win a two night stay at the fantastic Russellee Bed and Breakfast at Tumut in New South Wales, valued at \$250.

EVEN though it's close to Canberra, a lot of pilots may not have realised there is a wonderful flying getaway destination close to the mountains.

Dorothy and Tony Clew run Russellee B and B on a 16ha property right next to Tumut airport.

With prior notice, a courtesy car can be organised to pick up you and your passenger, but really it's only walking distance.

You can laze around the garden talking to the animals or play tennis on the full size

court. You can even take your aircraft to see some of the best sightseeing around the beautiful Tumut Valley.

The prize is for two people in a shared room. Bookings are dependent on availability. You can transfer the prize, but whoever is going, has to get themselves there and back at their own cost.

And obviously breakfast is included. The winner will be decided by the editor and no correspondence will be entered into.

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# Pilot talk

Mick Poole  
operations manager

## Flying High CAO Amendments

The long awaited CAO amendments became effective at midnight on April 15, 2011

WHAT you need to do is pick up your RA-Aus Ops manual from the bedside table, remove the CAOs currently contained as appendices at the back. Then you should get onto the RA-Aus website. On the opening page, you will see a link to the amended CAOs. Download them and see what changes have been made.

Most members are affected by 95:55, but essentially the same changes have been made to 95:32 and 95:10 as well, (except the weight increase is not relevant to 95:10).

### The weight increase:

As you will notice the weight has increased to 600kg across the board (650kg for waterborne aircraft) for 95:55 and 92:32 aircraft. For full details, read the Tech Manager's report.

Take note. An important motion was passed at the most recent RA-Aus board meeting in February.

Motion: That existing two seat aircraft that do not meet our MTOW will not be deemed to be acceptable for registration if the second seat has to be removed to meet the weight limitation. Additionally any registration application of an existing aircraft which has undergone a weight reduction program must have a usable fuel capacity of 90 minutes, pilot included.

Again, if you have questions on this issue, refer to the Tech Manager.

### Other operational changes:

#### ELTs:

**1.** The exemption to the carriage of an approved ELT has been removed from the current amendments to CAOs 95:55 and 95:32 (single seat aircraft such as those under 95:10 are still exempt from the carriage of an ELT). Paragraph 3.2 in Exemptions now states:

**3.2** Except in the case of a flight that is to take place wholly within a radius of 50 miles from its departure point, a 2-place aeroplane to which this Order applies may be flown only if it carries:

(a) an approved ELT, or an approved port-

able ELT, as defined in regulation 252A of CAR 1988; or

(b) a personal locator beacon that has been approved by CASA for use with such an aeroplane.

So RA-Aus registered two seat aircraft which are flown outside a radius of 50 miles from the departure point, must comply with CAR 252A (in other words, you need an approved ELT). Refer to CAR 252A for a list of approved beacons. It needs to be one of the new style 406 MHz ELTs. If you already own one and or are now about to purchase



one, you need to register it with the Australian Maritime Safety Authority (AMSA). (A requirement) This can be done on their website at: <http://beacons.amsa.gov.au/> Or type in AMSA Beacon information into "search" on the internet.

#### Flight conditions:

**2.** The other significant change is to the limitation on the height we can fly, or more importantly, the removal of the 5,000ft restriction.

**7.1 (a)** the aeroplane may be flown 5,000 feet above mean sea level or higher only in accordance with paragraph 8.4;

**8.4** An aeroplane, to which this Order ap-

plies, may only be flown at a height of 5,000 feet above mean sea level or higher if it is equipped with serviceable radiotelephone equipment and the pilot is qualified to use it.

Paragraph 8.5 also has some significance to this,

**8.5** An aeroplane, to which this Order applies, may only be flown at a height of 10,000 feet above mean sea level or higher in accordance with an approval issued under paragraph 9.3.

So we can now fly up to 9,500ft provided the aircraft meets the requirements above and the requirements of the particular airspace in which we are flying.

For example, there is a lot of Class E airspace 8,500ft and above. For this airspace you will also need a working and calibrated transponder, as well as a VHF radio.

Also note the 9,500ft limitation not 10,000ft. Why? Because 9,500ft is the highest VFR cruising altitude. (If you don't know what I mean by this, you had better have a chat with your instructor). I know of one RA-Aus Pilot who will get a "Please explain" letter forwarded to him after flying home from Natfly above 5,000ft. It is important, if you wish to fly above 5,000ft, you know the rules which apply up there or you, too, may receive a letter.

**3. 7.1 (c)** subject to paragraph 7.2, the aeroplane must not be flown over a body of water at a horizontal distance from a suitable landing area of more than:

(i) the distance (not greater than 25 nautical miles) that the aeroplane can glide in case of engine failure; or

(ii) 25 nautical miles — if each occupant is wearing a life jacket and the aircraft carries a serviceable radio communication system and the equipment referred to in subparagraph 3.2 (a) or (b);

This is an important change to anyone flying to Tasmania, Flinders or King Island off the southern end of Australia. The change now allows you to fly legally to King Island from the mainland provided each

>> Continued P53

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# An aeronautical milestone

**BRIAN WAGER:** Every Sunday morning, Brian makes the trip to the strip at Emu Gully near Toowoomba and takes to the air in his 5/8 scale P51B Mustang. Even on the wettest and wildest of days, he manages to find a window of opportunity for a quick circuit, and all at the age of 85. Recently, Brian completed five hundred consecutive flights - he has not missed his weekly flight in nearly ten years. This has to be some sort of record!

## It's a delight to fly

BRIAN has an interesting aeronautical history: in London during the war he remembers counting fifty V1 flying bombs overhead. Senior pupils at his school were assigned as watchers, and he recalls lying in the gutter when the motor of one cut out overhead, destroying his English teacher's flat.

Brian crafted multitudes of model planes, including a model of the all-wooden Mosquito bomber, using balsa offcuts from the manufacturer. After gaining his degree in aeronautical engineering from London University, he went to work on the new Javelin jets at the Gloster Aircraft Company.

On his return to Australia, Brian played a major role in the development of the Cropmaster agricultural aircraft. In addition, he was involved in the wing design

of the Victa Airtourer. He still bemoans the lack of foresight the Australian Government had at the time in failing to protect and develop this important although fledgling industry.

In 1982 Brian designed his own aircraft - the 5/8 scale Mustang - using some rather unique design ideas for the time. His philosophy was to make sure he worked on the project, no matter how little, every day.

The all-aluminium aircraft weighs 150kg, with tapered symmetrical sectioned laminar flow wings. The first flight took place in March 1984 with experienced test pilot Ron Muir at the controls. After putting the Mustang through its paces he declared enthusiastically, "It is a delight to fly"

The side-mounted joystick can be operated with the gentlest of pressures, and although extremely responsive, the aircraft can be flown hands-off with ease. Some overheating issues developed with the original 50hp Robin motor, causing a piston to melt and resulting in a rather scary forced landing which destroyed the undercarriage. Trading his old Jaguar for a secondhand Rotax 503, Brian replaced the Robin and was able to get a top speed of around 100 knots.

The scaled-down Mustang is kept outside in the rugged Queensland weather, but is still flying after 27 years - a testament to the integrity of Brian's design and an inspiration to recreational fliers in South East Queensland.



# the GREAT 2 stroke DEBATE

By George Andrew

**H**ave we lost our nerve? Have we forgotten the battles fought at the beginning of our movement so we can fly relatively freely today?

It's hard to imagine going back to a 500ft ceiling and not being able to cross roads from the comfort of our 600kg machine doing 110kts. Yet that's precisely what our ultralight pioneers faced, and even 500ft ceilings were a hard won freedom.

At the centre of the movement was the ubiquitous Rotax 2 Stroke engine, still dominant in 2 stroke market share today. With its excellent power to weight ratios, the 2 stroke engine found its element among the rag and tube machines emerging from backyards everywhere. The hang gliding heritage was evident in both the men and their machines. So was their disdain for authority.

The Rotax two strokes cemented their place in the ultralight fleet as cheap, relatively reliable engines to conduct initial flight training. Suddenly, a whole new world opened to people who would never have been able to afford flying. The

Drifter came onto the scene as a bulletproof airframe in Australia and the flying schools sprang up to cater for GA defectors.

Today, the Rotax two stroke has been relegated to second place behind its bigger brother, the four stroke 912. In the beginning, two strokes outsold four but the reverse is now the case. Throw in the 300hr TBO on the two strokes and they now look decidedly expensive in comparison to the running costs on a 912. How can this be?

The 300hr TBO was met with barely a whimper by the industry, despite the fact one of the bastions of cheap flight training had been sacrificed. Seduced by the reliability of the four strokes and greater weights, the industry has turned its back on the 2 stroke.

Once we bred aviators who could fly, pilots who could be relied upon to handle engine failures and who flew on the basis that the engine could stop at any time. These pilots were generally nasty types when encountered as Instructors, doing things like pulling the power at the least opportune moment. Uncomfortable at the time, but the message sank in.

These days we are pampered by the reliability of the 912 and plethora of new imported airframes. As volumes have grown, a distinctly GA flavor has emerged in the way we train pilots. The lessons learnt from operating less reliable engines should be passed on to new pilots. Vigilance prevents engine failures. Many failures can be traced to a lack of understanding.

The two stroke is a simple creature with no valve train or oil pump and, in the case of the Rotax 503, air cooled. There are plenty of examples of this feisty little engine getting 1,000hrs from the later, stronger bottom end. The 582 is a far more complex beast with a rotary valve, liquid cooling and higher stresses. Rotax had teething problems with the 582 but, after the bugs were sorted out, it was good for 500hrs. At a TBO of 500hrs both the 503 and the 582 were commercially viable engines. Parts were cheaper than today and rebuilding an engine was a viable proposition. The 503 engine has



>> The old and the new, can you afford a 912?

>> Is the 582 going to take a back seat?



now been discontinued and a rebuild on a 582 is now only marginally cheaper than a new engine.

The real question though is how true is the two strokes' reputation for unreliability? Or is it just less forgiving? Perhaps the biggest Achilles heel of the two stroke is its reliance on its fuel mixture for lubrication. Given that mixture changes with altitude and density, the fuel metering system faces constant challenges.

The two stroke pilot must constantly manage EGT's which adds to workload and fatigue. In faster aircraft, such as the Sapphire, the mixture can quickly lean out on descent. Reducing power to idle on descent and then warming the engine with a bit of power every 500ft can become a chore. The two stroke is all about fuel.

Perhaps the final nail in the two stroke's coffin is the advent of emissions control. The Eurozone, where Rotax engines are made, will undoubtedly eventually question the emissions of aircraft engines. Will Rotax spend millions to develop two

stroke solutions, when it already has an answer with the 912? Emission controls may be relevant in highly populated Europe but don't mean much to the farmer in the outback. The 172 is already locked up in the shed because even the farmer can't afford to run it anymore.

With the 912 now enjoying 2000hr TBO's and costing up to \$23,000AUD it's

light community is not going to let the entire rag and tube fleet disappear along with its power plants?

Where does this leave the owner of a two stroke powered aircraft? Will they keep scavenging for parts from the existing blocks in circulation when new engines become unavailable?

Already the 503's days are numbered.

Parts will certainly be available for some time, but the inventory will be finite.

Will a new player enter the market with a new engine with the required power to weight ratio?

Or have we moved on forever to heavier and more complex machines?

The electric motor is promising but the battery technology isn't there yet.

Is it all over for the two stroke engine? It is hard to believe so many diehards will abandon it just yet. As costs rise, the same spirit which fought for cheap rag and tube flying may well come through with new ideas to keep us flying cheaply. After all, the view is still the same at 5,000ft no matter how fast you fly.

*We are pampered by the reliability of the 912*

now approaching GA price territory prices.

Where does this leave the budding pilot aged 19 with no dollars, no kids and no care for risk? This pilot could become an Australian pilot. He or she is sharp, understands an aircraft's envelope and is surrounded by flat paddocks.

A Drifter is the answer. Unfortunately, one of the cheapest options for the beginning of this career will be lost with the demise of the two strokes. Surely the ultra-



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# how to photograph your plane

by Ash Holdsworth

**So you want to photograph your plane like a pro? Before you do, there are some basic rules to get your head around; apologies if you thought this would be fool-proof and instant!**

35mm lens F/4 @  
1/1250th ISO 200

**W**ITH hundreds of fully automatic digital cameras available these days, not all cameras have the same basic control settings.

Many have preset controls like 'portrait' or 'indoor' etc. However, I will refer to the controls by their traditional names, the main being: 'shutter speed', 'aperture', 'ISO', 'focal length' and 'white balance'.

These settings allow the photographer to manipulate light. After all, a photograph is merely a captured moment of light.

If your camera has none of the features mentioned, unfortunately there is not a lot you can actually alter. It's all done for you which is fine for most but frustrating for the rest. Get yourself a cheap digital SLR with interchangeable lenses and let's get shooting.

Now expensive camera bodies aren't the be all and end all, a good lens certainly helps but it's the person behind the camera that creates the picture, so don't go re-mortgaging your house for a camera until you know how to use it.

Get familiar with your camera, knowing where things are and what they do is paramount to using your new kit.

**SHUTTER SPEED** is the speed at which the hole in your lens closes. Photographers usually shoot at 1/125th at f/8 for general photography and handheld you can go down to 1/60th, to let more light in when shooting at small apertures. Any slower than that and you will need to use a tripod or you will get blurry images from camera shake.

If it is an overcast day and you are

struggling with light and don't have a tripod, then you would then pump up the 'ISO'. If you do have a tripod, you can mount your camera and slow the shutter speed right down to get beautiful long exposures at the aperture you want, but this should be done at ISO 100 and is usually used in very low light.

**APERTURE** is the diameter of the hole in the lens and determines how much light is let in. Aperture is measured in f stops, generally ranging from

f/2.8 to f/22, although there are lenses that go higher and lower. A lower number is a larger sized aperture and vice versa. Shooting at a large aperture like f/2.8 means the hole is large and lets in more light, a smaller aperture like f/22 means that the hole is smaller and in turn, lets in less light. This is just like how the iris of your eye changes size when light hits it.

These sizes also alter the 'depth of field' because they affect the concentration of the beams of light you are

allowing in. It is basically controlling what you want in focus between the foreground and the background, using the available light. Almost like switching between your central and peripheral vision. The larger the aperture, the greater the depth of field; the smaller the aperture, the narrower the DOF.

If you are shooting your plane and the landscape behind is stunning, then you would want to shoot at a smaller aperture (between f/11 and f/22) so that both plane and background



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are in focus. However, this reduces the amount of light you are letting in and will result in a darker image, because the hole is smaller.

So if it is an overcast day, you need to adjust the 'shutter speed' to a slower setting allowing for more time to let light in (you are keeping that small hole open for longer).

A larger aperture like f/2.8 creates sharpness of your focal point and blurs anything in front or behind your focal point. This blurry area is called 'Bokeh'. Aperture is changed either physically on older lenses or 'on camera' via a separate dial near the shutter dial. Usually they're ergonomically designed to be changed by your thumb and finger at the rear and front of your shutter button.

**ISO** refers to the film speed (the speed at which the film reacts to light) and determines the sensitivity of the camera's sensor.

'But I'm shooting digital not film' I hear you say. It is still digital - it refers to the old days of shooting film, using higher speed film so that photographers would not get caught out at a wedding (for example) and would need the option of more light.

Nowadays, instead of changing film you can just alter the ISO for any particular shot at the flick of a button, because where the film used to be there is now a nice shiny digital sensor. This is also the most expensive component in your camera, so don't scratch it!

ISO usually starts at 100 and goes up

from there. Depending on your camera, ISO 800 is usually the maximum you can go to for cheaper sensors, without getting grainy results. All sensors have their limits. However, this is a feature that is getting better and better with new cameras. ISO can usually be changed in a main

**FOCAL LENGTH** is basically the size of your lens and the strength it converges or diverges light. There are a range of lenses which cater for specific needs.

In the scale of things, aeroplanes are large subjects so you would want to use a wide angle lens - wide meaning 50mm or less. However, you can also use a longer lens and just stand further away from your subject.

The results can be more dynamic because of the optics of the glass. Using a wide angle lens for close ups will result in distortion and give a slight fish eye effect. Experimenting with lenses can give some surreal effects.

**WHITE BALANCE** changes the reds, blues and greens of your image and refers to the environment in which you are shooting.

WB can drastically alter the look of your image from cold to warmer tones. When shooting in manual mode, always check you're using the correct white balance.

These are rules upon which all photography is based. It can be daunting at first, but once you start to experiment with shutter speed, aperture and ISO, it will all make sense.

The world of photography is limitless. Technology gets better every year and there are literally thousands of accessories to make it easier. With an understanding of the basics, you can shoot absolutely anything. So let's photograph your plane!



80-200mm lens @ 100mm f/2.8 @ 1/1250th ISO 200

menu or some cameras have a quick change button on the outside. If you have a dedicated ISO button try holding it down then rotate your shutter or aperture dial to alter.

Next month: A Tutorial in Six Steps



by Kreisha Ballantyne

# less is more **more** **cruisy**

**IT'S a sign of the times. Although Piper has now withdrawn its name from the SportCruiser because of managerial issues, the fact that the two GA giants have both hit the light sport market this year is telling.**

"LSA is now globally recognised and is coming of age," says Anton Meier of Aerosport.

"With the world wide credibility of the SportCruiser, we are seeing a huge increase in enquiries and sales from all areas of aviation". As a pilot who's finding it increasingly difficult to find training aircraft younger than myself, I was delighted with an invitation to fly the SportCruiser recently, nabbing a test flight in demo 24-7544 during its resting period between Avalon and Natfly.

On a day that was so calm even Wollongong showed a limp sock, I flew down to Jaspers Brush, inside Nowra airspace. After waiting for the cattle to clear off the runway, I taxied in and saw the Sportcruiser sitting there glinting in the sunlight.

How aptly named it appeared to be - sleek, with a funky bubble canopy. It looks like an aircraft crossed with a VW Beetle and an Audi TT. Weighing in at 361kg empty, with a useful load of 239kg, and with a Vs of 32kts (clean; 27kts full flap) the aircraft is factory built to S-LSA standards, and can be registered in the VH or RA-Aus categories.

It's mostly all metal, with the exception of non-structural items such as wingtip fairings, engine



>> top: demonstrator 24-7544, middle: Spacious interior, bottom: in a cruise



**For an airplane to fly really well, it must be beautiful**

MARCEL DASSAULT  
French aircraft industrialist



cowlings, etc. This two seat, single engine tricycle undercarriage aircraft was introduced to the market in 2006 by Czech Aircraft Works.

Now operating under the moniker of Czech Sport Aircraft, the aircraft is distributed in Australia by Anton Meier of Aerosport Aviation Ltd which has its head office in New Zealand.

As you would expect from a company with as long a history as Piper, the aircraft is pitched perfectly at flying schools and private owners alike. It has an endurance of 5.25hrs (plus 45min reserve) and a fuel burn of 18 - 20Lph (75% power cruise, total fuel capacity of 120L) and the ability to run on AVGAS 100LL or MOGAS 95.

Upon closer examination, it's clear the aircraft's sleek design is due to the wide body cabin (118cm), its winglets and streamlined wheel fairings, as well as its enormous bubble canopy - a single piece composite, which is hinged on the fuselage.

The sporty bucket seats - in the demo model they were fitted with optional leather with four point harness car-style buckles - show the care which has gone into making this aeroplane look cool. Unlike many in the ageing GA fleet which were designed before ergonomics was even a real word, this aircraft is supremely comfortable.

I am told even a long haul 5hr nonstop flight is not an endurance test - owner Chad Boot recently flew his to Lord Howe Island: "This aeroplane is so comfortable, and everyone who sees it comments on what a beautiful aeroplane it is. "And I can confirm it flies well," he says.

Entry to the cabin is via the wing, in the traditional manner, with a

T-shaped grip handle for support. Once inside the deceptively spacious cabin, I beckoned the rudder pedals to me (via a switch on the side) and was delighted to note I could reach the rudders in comfort, without having to use my normally obligatory cushions. At last! A manufacturer which has taken into account us little people.

Demonstrator Dave Bennet pointed out that the cabin could accommodate pilots up to the lofty height of 198cms (6'6") making it a truly modern aircraft in this age of giant teenagers.

It has floor mounted stick style control columns, each equipped with four trim (elevator and aileron) buttons and a PTT, conventional rudders with top toe brakes and a central console containing the throttle, choke and fuel selector.

Above the console are the carby heat and cabin heat selector knobs (of worryingly similar sizes, but different shapes at least).

To the left of these the flap selector is a switch style device which is accompanied by an LED position indicator. There are several cockpit panel options, ranging from the standard classic six-pack to the Dynon full Night VFR glass cockpit. The 7455 is equipped with two Dynon screens - a D100 Electronic Flight Information System (EFIS) and a D120 Engine Monitoring System (EMS), as well as a steam

gauge ASI and Altimeter.

The EFIS, an 18cm wide-screen display, features large, easy to read text and graphics and is capable of displaying multiple pages side by side in a split-screen format, integrating multiple D100 flight instruments including airspeed, altitude, gyro-stabilized magnetic compass, turn rate, slip/skid ball, bank angle, and vertical speed.

Other useful functions include a clock/timer, g-meter, voltmeter and density altitude/true airspeed calculator. The D100 allows for split-screen viewing to augment the primary EFIS data with other pages of information called up by the pilot.

Six buttons arranged along the bottom of the screen serve as the interface to the softkey-driven menu system for easy access to in-flight functions and setting pilot preferences.

Due to their lightweight, easy to install and cost-effective characteristics, these models are becoming common in many light sport trainers. In addition to



**DIMENSIONS**

<b>Wingspan</b>	8.85m
<b>Wing area</b>	12.2m <sup>2</sup>
<b>Length</b>	6.5m
<b>Height</b>	2.3m
<b>Seating</b>	2x side by side
<b>Cabin width</b>	1.15m plus
<b>Empty weight</b>	360kg
<b>Gross Weight - LSA</b>	600kg
<b>Gross weight - NZ microlight</b>	544kg
<b>Fuel capacity</b>	120lt (2x 60lt wing tanks)
<b>Design loading</b>	+4/-2
<b>Power plant</b>	Rotax 912ULS 100hp
<b>Propeller</b>	Ground adjustable (or constant speed)

**PERFORMANCE**

<b>Never exceed speed (V<sub>NE</sub>)</b>	130kts
<b>Cruise speed (75%)</b>	110kts
<b>Stall speed (flaps)</b>	27kts
<b>Stall speeds (clean)</b>	32kts
<b>Rate of climb</b>	1200fpm (6.1m/sec)
<b>Take-off distance (grass)</b>	130m
<b>Landing distance (grass)</b>	150m
<b>Cruise duration</b>	6.7hrs (no reserve)
<b>Cruise range</b>	690nm (no reserve)



the EFIS and EMS, the demo is also equipped with a removable Garmin 495 (a Garmin Area 500 Touch Screen GPS is planned for the future), VHF radio and Garmin GTX 372 transponder.

A row of up-down switches (master, avionics switch, fuel boost pump, lights) beneath the avionics completes the cockpit layout. An easy pre-flight check showed me how well manufactured the SportCruiser really is. American Rose joints on all flying surface push rods means no cables (except for the rudder).

When you observe the bearings on all flight surfaces, you can easily answer the question of why the movement is always perfectly smooth and quiet.

The first thing I noticed on start-up, was how like a car the Sportcruiser is. With no mixture lever, the engine is started by first engaging the choke, and then turning the keys to START.

The 912S Rotax 100HP engine revs up to 5000 rpm, but so quietly. As such, we were able to taxi with the canopy open without scaring the local wildlife (which remained a little too close to the runway for my taste.) It took me a little while to get acquainted with the sounds

and settings, and then it was on to mastering the fully castoring nose wheel. Ahhh, this took me back to my early days in a Grumman Tiger, where I had a joyous time weaving around the taxiways of North America. Luckily, it's like riding a bike (figuratively) and, despite the potholed and bogged territory of Jaspers Brush, the differential toe braking system worked out just fine.

In truth, I prefer a castoring nosewheel - the turning circle of the SportCruiser is impressive. Just before the ignition check, we pulled the canopy down (which I noticed was equipped with shades - a Kroger sliding sunshade, in fact, which is standard) and began our take-off roll.

Raising the nosewheel at 45kts, we rotated at 55kts and climbed out at 65kts, climbed at 900fpm (temp 21 degrees, QNH 1018) where we established a cruise of 110kts indicated, in extremely calm conditions.

Flying straight and level, I noticed immediately how responsive the aircraft is in pitch. Initially I found it difficult to hold and maintain height.

After ten minutes, I established an

equilibrium. I noticed the less control input I used, the more stable the aircraft - or, simply put - less is more. Set it up nicely using the electric trim buttons on the stick, and it flies itself - just set and forget.

As with any new aircraft, it takes a while to establish a relationship; once we'd worked out who was boss (me!) we started doing turns. Here is where that huge bubble canopy comes into its own - the visibility is almost chopper-like. As well as the canopy, the aircraft is fitted with rear windows, making it an excellent trainer for busy airfields and training areas.

Because we were in Nowra airspace, I wasn't able to get clearance to climb up high enough to demonstrate stalls.

On the ground I had been told: "The designers worked very hard on the low end speed range coming away with an aircraft that in many cases doesn't even stall (goes into 500fpm mush), stall speed is near 27kts (with full flap) with full controllability, but SportCruiser also cruises at well over 100kts.

A good example of the overall tameness is our demonstration of a coordinated 15 degree bank turn with your feet on the floor." After a series of highly enjoyable, scenic steep turns, we headed back to Jaspers Brush for a few circuits. Once again, less is more.

Once set up, the aircraft behaved beautifully. Turning onto base I lowered half the flap at the white arc speed of 75kts, then slowed to 65kts and flew down to the aim-point steadily at this speed. I was at 55kts over the fence and we touched down 50kts, applying a little right rudder in the ground roll.

After retracting the flaps, except for ten degrees, we roared off again, climbing out at around 800fpm for another circuit. Even though the strip at

JB is 730m, we rolled out well before the 300m mark. The demonstrator claimed a personal best of under 200m.

This is where the elevator is in a class of its own. It gives the pilot full elevator authority and control at even the slowest of speeds for the shortest of landings.

As we taxied back to the hangar, I was buzzing - the aircraft, as well as being a looker, is a lot of fun to fly. It's docile characteristics make it an ideal trainer, its visibility is a huge advantage in busy areas and its short field capabilities make it great for bush strips.

In short, you can turn it on a ten cent piece, land it on a handkerchief and cut a stylish figure at any airfield. Very cruisy indeed.

**Why did Piper pull out?**

THE PiperSport was delivered to its first customer in June last year. By August, Piper had 38 orders, had delivered 16, with another 3 arriving shortly.

The aviation community seemed positive towards the aircraft. There were positive reviews and a large social media following.

On Facebook, PiperSport had 12,500 fans and 650 followers on Twitter. Piper had licenced the LSA model to the Czech Sport Aircraft company to be distributed under Piper's brand by a separate distributor network. But things

went sour. "After a year working with CSA, Piper determined it was in our company's best long-term interests to discontinue the relationship," said Piper CEO, Geoffrey Berger. Piper has a different business perspective and approach to the market than CSA.

"We at Piper have a close affinity with this emerging segment of the marketplace and great expectations for the LSA industry.

"The LSA we distribute is a good one and we encourage aviation enthusiasts to continue their support of this segment of the market," he added. "We understand the implications of this development and do not take this action carelessly.

"Piper is committed to the company's line of aircraft. We also continue to support and strengthen a global network of Piper dealers and agents dedicated to supporting these great aircraft for the long-term," he said.

There is a series of upgrades being incorporated into the Sportcruiser's next deliveries.

In addition, a new high wing version is about to be released, followed by a new aerobatic version called the Nitra, and an associated military trainer. The writer would like to thank Anton Meier, Dave Bennet, Jaspers Brush CFI Andrew, and Jen Stokes and Jewel Oh for the photography. And the nice man who herded the cattle off the runway.





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# NATFLY 2011 roared into life

**T**HE national fly-in we all look forward to each Easter started this year like an old Drifter which has spent the winter in a draughty hangar; it coughed and spluttered and threatened not to start at all.

Thursday, the weather was okay and a few clever souls snuck in

early. But Friday, the weather was dreadful. Bitingly cold wind, low cloud and showers popping up right in the path of where you thought you wanted to fly.

By Friday afternoon, the RA-Aus ground crews counted only 350 birds on the deck.

At any other fly-in in Australia,

that many aircraft would automatically make the event a huge success, but when RA-Aus pilots get together, that's not nearly enough.

After coughing and spluttering for a couple of days, Natfly 2011 roared into life when the sun rose on Saturday morning. It was a stunning day. If you waited two years, you would

not get a better one. You could see Temora from space (if we were allowed to fly that high). Not a cloud in the sky, the temperature set to "balmy" and the wind was just right for light and sensationally fun little aircraft.

Flocks of aeroplanes came from everywhere throughout the morning. The circuit was buzzing. The number of aircraft in town doubled from the day before. Not a record, but not a bad result either.

The public areas filled up, there were more children strolling around this year as well. The queue for coffee got longer. The great group of light sport aircraft sellers ranged along the taxiway reported there were far more tyre kickers than tyres to kick.

So by Saturday afternoon, Temora had reached normal operating temperature. Dinner at the RSL was its usual great value and the RA-Aus official dinner

was a credit to the organisation.

On the field, campers got up close with the non-computer version of the mouse. There's a rodent plague around Temora at the moment, as people discovered the squeaky way. Left or right click on them and nothing happened.

The weather on Sunday morning was just what the doctor ordered for everyone looking to head home in time to snatch the last of the Easter chocolates from the kids. Off they flew to all corners of the directional giro.

By four o'clock Sunday afternoon, the field was windswept and mostly empty. And the people of Temora turned back to their own lives again, to wait again until next Easter when a giant flock of Australia's best recreational pilots swoop down on them for one of the finest weekends of fun and flying you can have.



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# people of NATFLY



*Will removes foxbat door to take photographer Mark Waller flying*

**MATTHEW WARREN** *There's no limit*

CAROL'S right-hand man over the weekend was fifteen year old Matthew Warren.

Matthew knew from his first flight, age five, he was going to be a pilot. At ten he was hanging out with PA18 owner Richard Gordon, and at 14 he had his first lesson in a Tecnam.

The first in his family to be 'infected' by the av-bug, Matthew spent his weekends washing planes on farms to raise the money to fly. Once a month, he'd have enough for a lesson, "most people slip backwards when they don't fly

regularly, but I managed to hold on and go forward. Maybe it's because I spend my spare time on sims," says Matthew.

At four hours, Matthew won an RA-Aus GYFTS scholarship, "I couldn't have done it without the scholarship, it was a major help."

After his HSC, Matthew plans on applying for the RAAF. "I could not have done any of this without my important mentors - Jill Bailey of Temora RAAF Flight Training, Paul Simmons RAAF F-18 instructor and Al Clements."



*Gifted GYFTS winner Matthew Warren*



*Michael and Nick with their rare bird the Avocet*

**WILL OWEN AND CO**  
*All the Way from WA*

IN the true spirit of exploration, Busselton CFI Will Owen and five club members set off for Temora. The caravan of aircraft departed Busselton tracking via Lake King, Balladonia, Cocklebidy, Nullarbor, Ceduna, Port Augusta, Ororoo, Mildura and Griffith, to arrive at Temora on Friday.

**NANCY HARRISON**  
*Queen of caffeine*

THE pulse of Natfly emanated from the small cart next to the Ray White stand. It was a case of quality AND quantity at Coffee's On coffee cart as Barista Babe Nancy single-handedly made 1500 hot beverages over the four day period Grinding her way through 15 kilos of beans - supplied by Wagonga coffee, a fair trade, organic local roaster - she used nearly 300 litres of milk

"I went to an airshow and didn't see any planes!!" laughs Nancy. "I was stoked to see that pilots really like coffee. Even though I can barely stand now, I've booked my place for next year - though I'll be bringing my daughter along as barista. I'd like to thank my dedicated volunteer helpers. I had an absolute ball!"



*The Queen of Caffeine, still beaming on Sunday morning.*

**NICK AND MICHAEL SHARPLES** *Rare Bird Creators*

THE Avocet is the three year product of Nick and his father Michael, as Nick goes on to explain:

We had always talked about designing and building our own aircraft - Dad had built 17 Jabiru aircraft but we hadn't designed a complete aircraft from scratch before, unless you count the stuff I made out of Lego when I was younger!

"Like any design, the Avocet started out as an idea in the living room one night - the first 'concept' drawing looked more like a banana than an aircraft - but eventually we got a decent looking drawing in the standard perspectives.

Because of the shape of the body, it is complicated to draw, but eventually we got a full size 3D CAD model. We decided

to go all in and build a plug and production molds. So for the first year we were cutting out ply wood and mixing up expandable foam (very messy stuff!) eventually constructing the plug.

In the second year we started building the molds - a long process of laying up fiberglass over the plug, making more plugs, slowly finding out what we needed to make ourself. Near the end of that year we finally pulled out the fuselage and started assembling the whole thing.

When I graduate - I'm studying a dual major in mechanical and aerospace engineering at the University of Queensland - I will take on the role of chief engineer of the company that is being set up to manufacture the Avocet."

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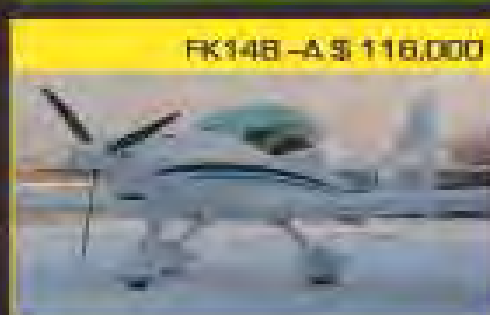
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## NATFLY special



Liz and Neil, sharing the love



Neil and Liz at Parkes

### LIZ AND NEIL NAVEAU Aero Romantics

WHEN Neil was a child, he used to strap cardboard wings to his arms in an effort to fly. But, as it so often does, life went on; Neil never got round to booking a lesson.

After meeting 13 years ago, Neil and Liz discovered that they both had a desire to learn to fly - a dream that was out of their reach at the time. Neil would often say as they passed an airport "let's go and look at the planes", and Liz's response was "yeah, why not". And so they continued to talk about flying for many years to come.

In 2007 Liz decided it was time to stop dreaming and talking about flying and went ahead and purchased a TIF and the first lesson as a birthday present for Neil.

Neil started in September 2007 and two months later Liz followed suit. The dream finally started to become a reality.

The couple, from Parkes, learnt to fly in the Foxbat at the Forbes Aero Club, under the tutelage of Darryl Gosper. Neil has 63 hours and Liz 52.

They love nothing more than flying together. "We love to get out there and spread our wings. We fly as we can afford it and weather permits. We don't argue, we simply share the flying, with the passenger taking the photos.

We really enjoy seeing things from the sky; the world looks a whole lot different from above. We have family and friends

everywhere that we would like to visit by air. As our experience and skills increase, we will venture further afield."

They often say to each other "I'm a Pilot and I'm really flying this plane".

Telepower technician Neil goes on to say, "We'd love to buy our own aircraft, but just can't decide which one! There are five or six designs that we really like, but it's hard to choose. We'll have to get a bit more experience up first - maybe in three or four years.

It is great that we both have a desire to fly; it is so much more fun when you have someone of like mind to share it with. We are finally living our dream!"

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Lyn certainly wasn't to be bored after deciding to go for her pilot's licence. The hours of pouring over maps, flight regulations, safety standards and all the rest of it had her on the hop.

"I remember asking myself: What am I doing? I'll never remember all this stuff. I decided to get up really early so I could swot while the kids were still asleep."

So what do the children think about mum's new-found passion? Eleven year old Matt: "If mum's happy, I'm happy. I think it's great. I'm going to do the same one day." Carly, who's 13: "It's cool that mum's doing it, but it's not for me."

All I got from six-year-old Olivia was a shrug of the shoulders. I took that to mean either 'who cares' or 'no big deal'.

Lyn Best is in good hands with instructor Stuart Campbell by her side in the Jabiru trainer. Stuart has trained hundreds of students – aged from 14 to 68 – since he started at Tamworth in 1988. He has been Chief Flying Instructor with the Clarence Valley Flying School for 13 years.

At the top of his white board in the Grafton Aero Club's briefing room is written: 'The only stupid question is the one you don't ask'.

The ruddy-faced instructor admits to being totally obsessed with his work and you get the feeling that if he could take his Jabiru home with him, he would.

"I believe the 170 is equivalent to the Cessna 150, which is regarded as one of the most-used training aircraft in this country," he says.

Lyn Best is the third female pilot he has trained, and he's impressed. "I think what she's doing is amazing," he says glancing out the window to a hangar containing his immaculate aircraft.

"Here she is bringing up three wonderful children, working part time and striving to be a pilot. She is very good. No problems whatsoever. I don't think it will be long before she's flying solo." The Grafton Aero Club was built in the 30s. Drooping Christmas decorations hang sadly on the walls. Either they're left over

from last year or they're up early. I suspect the former.

At the time of writing, members and guests came and went, grabbing a late afternoon snack on the side porch. On their way, they passed under framed photos of local aviators past and present.

It is more than likely that a photo of Lyn Best will join them soon. It will be a simple but telling reminder of what you can do if you overcome your fear of flying.

News flash: Just one day before this magazine deadline, Lyn soloed! Bravo!

# bravo mum

by Ian Thomson

**W**HEN Lyn Best decided to take lessons to become a recreational pilot, you could forgive her for feeling a bit flighty – after all, she has a very real fear of heights.

Not only that, there was the expense to consider. Lyn is a single mum with three other mouths to feed and works part time as a primary and distance education school teacher at Grafton in Northern New South Wales. But about a year ago she made up her mind to jump these obstacles and reach for the sky.

She headed to the Grafton Aero Club and bumped into jovial Chief Flying Instructor Stuart Campbell and his pride and joy, a Jabiru 170. Stuart invited Lyn to take a short flight with him, and that was that.

"That first flight was daunting to begin with," Lyn says while keeping an eye on the whereabouts of her youngest, six-year-

old Olivia. "But it became truly amazing. Stuart was very calming and I was hooked on flying."

But what about the fear of heights? "That disappeared in minutes," she said. "It was the enclosed environment in the plane that did the trick. I was previously offered a run in a gyrocopter, but there is no way I could do that ... too much open space. Even a ferris wheel is out of the question for me."

It's a fact that male flying students far outnumber the fairer sex, but for Lyn Best it's all a part of her upbringing. "Mum and dad had a farm outside Sydney and that's where my two brothers and I grew up," she says. "I was a bit of a tomboy, I guess – paddock bashing with the boys on motorbikes and cars, that sort of thing. I had to, really. The only other option was to be bored sitting around doing nothing."

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## Back to the future

Steve Tizzard  
RA-Aus CEO

**"No flight must proceed beyond the planning stage unless every person concerned has deliberately managed all risks to ensure the safety of air navigation remains the most important consideration."**



THE year was 1942 and a Halifax Bomber is somewhere over Germany. The young bomb aimer, an Australian is on his first combat mission with this otherwise British crew. Nearing the target, the captain says to the bomb aimer, "Guide us there, lad. We are on the run in to the target" And the bomb aimer does well.

"Left five degrees, steady, right ten degrees please captain. Steady, steady, right two degrees, oh damn! Back up! Back up skipper!"

How many times have we wished we could run our lives backwards - especially after we've had an accident.

The worst words a crash investigator can hear is "It appears there were no survivors."

According to the Dept of Infrastructure, Transport and Regional Economics, the cost of each fatality in an aircraft accident is about \$2,170,000.

The ATSB records show that for the ten year period 1999 - 2009, there were 270 fatalities in all Austral-

ian registered civil aircraft, excluding sport aircraft.

In monetary terms it means the crashes cost the community about \$586 million all up. In terms of suffering and grief the cost is incalculable.

A million dollars every week wasted from the national purse - and all for nothing!

The lack of safety and planning awareness among many pilots seems never to improve. Instead, there appears to be instead a lot of "testiculating" - waving your arms around and talking bollocks.

"Carelessness and overconfidence are usually far more dangerous than deliberately accepted risk."

Surprisingly, this is not a quote from a modern university, but one from the pen of Wilbur Wright himself, in a letter to his father in 1900.

What have we learned about practical application since?

Over 70% of all accidents involve pilot factors. The most common pilot

factors relate to poor judgement and decision making.

The manipulative aspects of flying have changed very little in the past 90 years.

Most light aircraft have the same conventional flying controls - elevator, aileron and rudder.

So what is happening in flight training that we still see poor judgement and decision making as a major contribution to serious accidents?

One factor could be the "ICAO-isation" of the standard hours required for a licence - down from 57 to 40.

Another could be declining standards in flight instructing.

These examples have been overheard:

▶ "The sequence of effect of controls is over-rated, I do that stuff elsewhere."

▶ "Why waste time teaching straight and level? Any fool can pick that up."

▶ "I try and get them in the circuit in the first lesson, that's what counts."

Poor judgement and poor decision making can be expected when we have established rules. The trouble multiplies when you add the element of "my way".

As an unknown author once said "Whenever we talk about a pilot who has been killed in a flying accident, we should all keep one thing in mind. He should all keep one thing in mind. He called upon the sum of all his knowledge and made a judgement. He believed in it so strongly that he knowingly bet his life on it. That his judgement was faulty is tragedy, not stupidity. Every instructor, supervisor and contemporary who ever spoke to him had an opportunity to influence his judgement, so a little bit of us goes with every pilot we lose."



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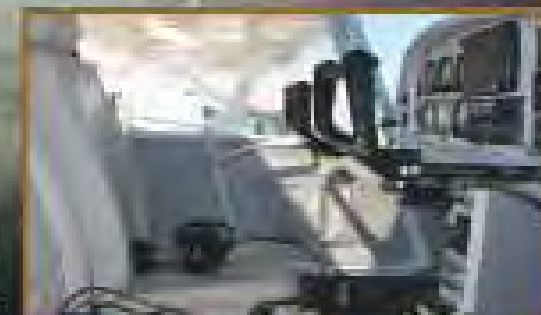
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# Tech talk

with Steve Bell



## You can only operate at the weight at which the aircraft is certified



**By the time you read this I am sure you would have heard that the long awaited weight increase to 600Kg MTOW (650Kg for an amphibian or sea plane) has been approved. Now how will this work?**

If an aircraft has a weight indicated in the AIRCRAFT FLIGHT MANUAL (AFM) or POH somewhere between 544 Kg MTOW and 600Kg MTOW, then you can operate at this weight, with an amendment to the data on the renewal form when you renew your registration.

So if the AFM (POH) has a MTOW listed as 590Kg, then this is the weight you can operate at, BUT this does not mean that you can automatically increase the MTOW to 600Kg - it is dependant on what is written in the AFM (POH).

For instance the J230 has been artificially kept at 544KG, but is in fact certified above this, so this aircraft will AUTOMATICALLY GO TO 600Kg, simply change the weight on the next registration re-newal form.

If the aircraft has been certified by CASA or some other authority at a weight between 544 and 600Kg, but everything says 544, except this document, please contact the Australian Distributor for your aircraft and have them contact me. Again do not automatically assume that you are permitted to operate at 600Kg MTOW.

If you have an amateur built aircraft which has a published MTOW between 544Kg and 600Kg, then contact me with the evidence to prove that and I will assess this information and make the appropriate change. For an amateur built aircraft (scratch built), in some cases the aircraft wing loading may have to be re-tested. I will assess them and increase the weight if necessary.

If an aircraft has a type certificate or a certification from an overseas authority, which was used to certify the aircraft in Australia, then you will need an engineering statement acceptable to that authority (i.e., the FAA or the Czech authority) stating that they have tested the aircraft and are authorising the weight increase, then the manufacturer needs to supply a Flight Manual Supplement stating the new MTOW and Stall speed for Australia.

For those few aircraft which have been modified to single seat types to fit with the old CAO 95 orders, you can operate at the 600Kg MTOW if the certification of the aircraft permits, but if the certified weight is high, and you cannot operate with 2 people (each weighing 80Kg [this number MUST be used for the calculations], and a minimum of 90minutes fuel, then you will

remain restricted to single seat operations. If you are the owner of one of these aircraft it is absolutely necessary to contact me, before you operate with two seats.

I will post a list of aircraft and their approved MTOW when I have the time.

### Single Seat Aircraft with a Certified MTOW above that Permitted

I am very disappointed to say this but there are a few people operating aircraft contrary to the conditions of their registrations - those that could have a MTOW of around 650 to 700Kg, but were registered by RA-Aus provided they were operated as single seat aircraft and at a MTOW of 544Kg.

This was allowed despite it not being in the spirit of CAO 95.55, so that some members could operate the aircraft they owned and were used to flying. But some of the operators of these aircraft have been ignoring the requirements and have been caught operating with two seats occupied and in many cases at full weight. This situation is making my life a misery and has in fact spoiled it for others.

At the last RA-Aus Board meeting it was approved (with the suggestion of the regulator) that from then on no aircraft which required the seats to be removed, or have modifications made to decrease the MTOW to fit in with the RA-Aus limits, is eligible for registration with RA-Aus.

Here is a situation where a few have brought the organisation into ridicule, and have caused a plethora of problems, which has spoiled a good deal for everyone. So please do not ask me to consider registering an aircraft which has a certi-

fied MTOW above that allowed.

The aircraft that were already registered as single seat aircraft or at a restricted MTOW to fit in with RA-Aus registration requirements will remain as they are, until they are removed from the register. If it is found that an operator has knowingly disregarded the requirements, the registration will be cancelled. In addition RA-Aus may consider that persons



actions as bringing the organisation into disrepute and will act accordingly; that aircraft is deemed to be operating unregistered and has no insurance coverage on account of this.

### When do I Need to Overhaul Something on my Aircraft?

There are two instances when a component must be overhauled: when the component has suffered major wear and has failed; and when the aircraft manufacturer or the component manufacture has said in the maintenance schedule.

With the exception of amateur built aircraft (the builder is the manufacturer),

all aircraft registered with RA-Aus MUST be maintained strictly in accordance with the manufacturer's maintenance schedule. There is no provision for extensions or exemptions against this requirement, so if something is due at 100 hours TIS, then it must be done at or before 100 hours has elapsed. The same applies to when maintenance is due, permission cannot be granted to operate above the manufacturer's requirements.

In some instances, if the manufacturer has indicated that maintenance should be performed annually, then it is due over 12 months, regardless of how many hours of operation are completed.

For the rest, the manufacturer will normally indicate a number, 25, 50, 100, 200 hrs etc. This means the maintenance is no longer tied to an annual event - if it takes 2 years to fly the 100 hours, then the maintenance is performed every 2 years (or at the hours published).

Lastly, if the manufacturer has indicated 12 months or 100 hrs whichever comes first, then the maintenance is performed when 100 hours comes up, if it is less than 12 months since the last inspection; or 12 months has elapsed, and the hours are less than 100 - then again the maintenance is due. Please do not skimp or cheat on maintenance because a well maintained aircraft will give you fewer problems, and will in fact cost less to keep in the air.

That is about all I have to whinge about. So to quote Mork from Ork Fly, be free, but do it safely.

Happy and safe flying and fixing.

**Correction:** Last time I said that only L2s could perform a daily Inspection on a flying school aircraft. I admit I was wrong. L1s - a person with a FULL RA-Aus Pilot Certificate endorsed for the type of aircraft in question - CAN do the Daily and Pre-flight Walk-A-round, but no more, anything else must be done by an L2.





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## Angry wind

## - aka cross wind

**THE following is copy of an email I received from William Lane.**

**W** Early in my flying career, I was taught a crosswind landing technique by a flying instructor who today is one of the most accomplished flying instructors in Australia.

The common technique taught is to approach with reduced flap at increased speed, which results in a higher touchdown speed, usually with maximum lift flap. This results in reduced friction between the landing gear and the ground – commonly causing loss of control.

The alternative technique I have taught for over 40 years is to approach with full flap and maximum drag – as slow as possible for the prevailing conditions. This requires considerable power which improves control.

A combination of tracking and sideslip is used. Ample rudder control is available to straighten the aircraft due to the higher power settings.

Closing the throttle allows a minimum speed touchdown with maximum friction between the landing gear and the ground. In extreme conditions, retracting flap and differential braking may be required to assist directional control.

As a GA and RA instructor, I have trained many professional and private pilots in this technique and know it works best and virtually eliminates loss of control after landing.

**Comments:** William is on the right track with the technique he discusses.

One of the problems is that most aircraft flight manuals recommend techniques which do not produce the best results for conducting a crosswind take-off/landing. I have quite a few flight manuals, both GA and RA, and most of them state something similar to this:

'Take-off – hold the nose wheel on the ground for a slightly higher speed than normal' - then,

'Landing – touchdown should be in a

When the nose wheel is on the ground, and at an angle to the longitudinal axis of the aircraft, it creates a side force which produces a strong yawing moment in the direction of that angle. This yaw may be strong enough to overcome the normal stability created by having the main wheels behind the centre of gravity.

The result? Loss of directional control, running off the runway or even a ground loop which could cause major damage to the aircraft and the pilot's pride.



>> A crosswind landing, with full flap, allows a slower approach speed with improved visibility and shorter floating period. Photo: David Wilson

near level attitude and the nose wheel forced on to the ground to maintain directional control.'

I shudder when I see such recommendations because they ignore what is happening to the forces acting on the undercarriage.

This force can be minimized by lightly loading the nose wheel. To do this during take-off requires the pilot to hold light back pressure on the control column as the speed increases. Judicious use will result in decreasing pressure until the nose wheel is

clear of the ground and the aircraft becomes airborne.

On landing, after nose wheel touchdown, light back pressure is applied to the control column. This back pressure is maintained until the aircraft is at taxiing speed. Careful use of the control column will ensure the nose wheel does not leave the ground again. But, even if it does, it is still better than pressing the stick forward and trying to keep straight with heavy pressure on the nose wheel. Nothing is more guaranteed to cause landing difficulties than that.

Most flight manuals recommend partial flap for a crosswind landing, but I advocate full flap. It allows the aircraft to approach at a slower speed with improved visibility and importantly, a shorter floating period. This means less time for the crosswind to affect the aircraft as it's aligning itself with the runway.

I do not, however, agree with the state-

ment that the approach speed should be 'as slow as possible'. I recommend the use of the normal approach speed and indeed, slightly higher if the conditions are very gusty with strong windshear.

After the February magazine, I received the following email.

**W** When I did my GA CPL training I was encouraged to get the engine started

as soon as possible then do as many pre-take off checks as possible while taxiing to the run up bay. The philosophy being that the engine needs to warm up before run up and several checks need aircraft movement ie brakes, gyros, compass to be done properly. This seems to be the best use of the time and I have always done it this way.

But after I converted to RAAus, I needed a check flight and was rudely chastised and called "unprofessional" by an

RAA instructor for using this technique. (Name withheld by request)

**Comment:** During training for a Commercial Licence an instructor could emphasise the need to save the operator time and this may involve doing some checks on the run.

But in the RA-Aus, the difference in time is negligible when set against the safety benefit of doing the checks while holding.

When holding there is less likelihood of losing control, less likelihood of missing an essential check and certainly the pilot will be less likely to feel rushed and ill prepared.

The writer is of course quite correct in stating some checks can only be done while the aircraft is moving. But it is a much safer procedure to limit this to only those checks, typically, balance indicator, turn indicator and compasses.

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Pilot experience: 31hrs  
Airframe: 1652 hrs ttis

THE aircraft touched down heavily from a simulated forced landing exercise during a student check flight. The aft main landing gear attach bolt failed on the port side and the leg folded forward causing the aircraft to ground loop. Later inspection revealed that the thread in the nut was completely stripped, leading the investigator to suspect that it may have been over tightened previously.

The aircraft suffered abrasion to the port wingtip, elevator horn and keel skeg.

### Savannah XL

Conditions: Light wind, moderate turbulence  
Pilot experience: 1252hrs, 775 on type

WHILE approaching the threshold the aircraft encountered sink due to the slight crosswind being affected by a stand of trees. The pilot applied power but was unable to prevent the aircraft from landing heavily in a nose high attitude.

The main wheels sunk into a soft area on the runway and the aircraft decelerated

rapidly and tipped onto its nose, bending the nose gear leg and damaging the propeller and cowling. The pilot was not injured.

### Jabiru J160C

Engine: Jabiru 2200, 196hrs ttis

WHILE on a training flight the engine began to run roughly and then failed completely. An uneventful forced landing was carried out into a paddock.

Inspection of the engine revealed that a valve spring cap on No. 2 cylinder failed, allowing the valve to enter the cylinder.

### Drifter WB 582

Conditions: Moderate gusting winds and turbulence

THE student had just completed a successful simulated engine failure when the aircraft was struck by a strong downwards and sideways wind gust. The aircraft drifted across the runway into long grass and came to rest against a fence with substantial damage to its fuselage tube, propeller, one undercarriage leg, axle and nose pod.

The student suffered a deep laceration to the arm.

### Thruster T300

Conditions: Moderate winds, nil turbulence. Pilot experience: 106hrs, 2 on type

THE aircraft encountered a crosswind gust during landing and the pilot was unable to prevent it from entering a ground loop. The right main gear leg was damaged during the incident.

### Vision 600N

Engine: Jabiru 2200A, 261hrs ttis

THE engine failed on the downwind leg of a circuit and the pilot attempted to turn the aircraft to clear a line of trees in its path. The turn was completed and as the aircraft rounded out it stalled and dropped a wing, which contacted the ground. The aircraft came to rest with damage to one wing, its nose wheel and one main gear structure. The pilot was not injured.

### Biplane, make unknown

Engine: KFM 112, 20hrs ttis

THE aircraft had completed a circuit and was operating normally. At approximately 150' after take off on the

subsequent circuit the engine lost power so a decision was made to land straight ahead.

The touchdown was hard and the main gear collapsed. The aircraft skidded for approximately 10m before coming to rest.

As the pilot exited the aircraft a fire developed around the firewall area and continued to burn, completely destroying the aircraft.

### Skyranger Swift

THE pilot had assembled the folding wing aircraft in preparation for a flight, but in doing so inadvertently connected the aileron cables in reverse.

During the subsequent take off the pilot was unable to control the aircraft and it side slipped off the runway and impacted the ground with its wingtip nose and tail before coming to rest in long wet grass. It suffered major damage and will possibly be written off.

The pilot, who suffered minor cuts and bruising, stated that although he had carried out a "full and free movement" pre take off control check he had neglected to include "and in the correct sense".

**Pilot Talk** continued from P16 >> occupant is wearing a life jacket and the aircraft carries a serviceable radio. Further to this change, paragraph 7.2 states

7.2 In spite of the limit of 25 nautical miles mentioned in subparagraph 7.1 (c), an aeroplane to which that limit would otherwise apply may be flown between Tasmania and mainland Australia, in either direction, by a longer route if taking advantage of safer weather conditions.

4. The other removal from the previous CAO's is the removal of the paragraph which prevented an RA-Aus registered aircraft flying in a prohibited or restricted area when the area was active.

This will now allow, for example, an RA-Aus registered aircraft to receive a clearance through Restricted Military Airspace via a published VFR route when the restricted airspace is active - provided the pilot gets the appropriate clearance and has the appropriate Pilot Qualifications (There may be some changes to this in the future, stay tuned). Essentially for now you need a current Private Pilot Licence or above, in order to ask for, and get a clearance through such airspace when it is active.

These are the more significant amendments to the CAOs. There are other changes, too, but these are the ones which will affect most members regardless whether you fly fixed wing or weight shift aircraft. If you are unsure of the amendments and what they mean to you, ask your local CFI or instructor. When all else fails, send me an email. If I don't have the answer straight away, I will find out for you. Once again, if you wish to fly above 5000ft, make sure you are aware, beforehand, of the requirements.

## DEFECTS

### Sportstar Plus

Airframe: 2291 hrs ttis

DURING an inspection, cracks were found in all four steel bushing assemblies which carry the load from the undercarriage.

A crack was also discovered in the landing gear spar near the aft bushing assemblies.

### Tecnam Echo Super

Airframe: 1162 hrs ttis

DURING an inspection, the left hand seat frame base was found to be broken through on both sides and the right hand frame had failed on one side.

Both breaks appear to have originated at the rivet hole that secures the seat pan to the frame. Cracks were also found in the support structure near the breaks.

### Sonex

Airframe: 58 hrs ttis.

AFTER an incident during landing it was discovered that when the nose leg spring was compressed, the leg jammed and prevented it from turning.

The reporter suggests that when installing a nose gear of this type it should be fully compressed before the spring is fitted to ensure that it remains free to rotate throughout its full travel.



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TT 90 hrs, Superior IO-360 180 hp, Sensenich metal prop, 150kt @ 28lph. Analog panel ASI, VSI, ALT, Tacho, oil temp, oil pres, 4 way CHT & EGT, G-meter, fuel pres, manifold pres, amps, volts, 2 fuel gauges, Icom A210 VHF with intercom, Garmin mode C transponder, SIRS compass, key start & glove box. Dual brakes, electric flaps, sliding canopy, leather upholstery. Urgent sale \$120,000 + GST. Willing to trade. Phone 08 8564 0144, 0421 949 648.

### 1983 TECNAM BRAVO LSA



TT 157hrs, always hangared. Maintained by LAME. 100hp Rotax 912. Full instrumentation including AvMap large screen GPS. Dynon EFIS D100. Garmin Mode C transponder. Garmin VHF radio. Fuel flow meter. 100 litre tanks with dual electric fuel gauges. Electronic trim. Economic cruise at 115kts. Based at Moruya. \$125,000 + GST ONO. Ph Adrian 0411 471 273.

### 2000 SAPPHIRE



447 DI Rotax 200 hours, alloy wheels, wheel brakes, four stage flaps, spoilers, side opening canopy. Icom A22 with headset. \$18,000 Well maintained and always hangared. Excellent condition. Selling to make room for new aircraft. Ph 0427 464 105 based at Temora.

### 2101 HANGAR SITES



Limited hangar sites available, starting from \$3500, situated at Kennedy Airfield Adaminaby, grass strip 817m. 10min walk to Town, 35min Cooma. Airfield owned by aero club. Contact Ray Killen 02 6456 3895, 0428 409 107.

### 2130 DTA VOYAGEUR II

TT 120hrs. Immaculate, hangared since new.



Rotax 912S with oil stat. Electric speed trim, cruise 70mph. Full instrument console, Dual control kit, can be flown from back seat. Huge tyres and suspension struts. Two extra large, removable side bags and 1 removable under pilot seat bag. Wing bag for transportation. Microair M760 transceiver, 2 helmets, headsets and intercom. Garmin Pilot II GPS. Full service history. \$65,000. Ph 0417 217 806.

### 2233 TECNAM P92



Super Echo with new 2010 engine 2000 TBO, 9 inch Dynon, Avmap, Garman Radio, GarmanTpx, Landing light, Strobe, 1300 air frame hours. E.C. 2006 model \$105,000 + GST. LAME serviced. View on www.ifly.com.au. Ph Mid Murray Flying Club 03 5032 2444 or Veronica 0418 500 101 Email elwynmott@bigpond.com

### 2278 ALLEGRO 2000



Factory built. 461 hours. 100hp Rotax. Cruise 95-100kts @ 13lph. Elect flaps, X air radio, Transponder, Lowrance GPS, headsets. Fantastic metal/fibreglass aircraft, always hangared. Based Busselton. \$63,000 Ph 0417 967 756 or email clive.croxford@gmail.com

### 2280 EVANS VP-1A VOLKSPLANE



VH-EVP. TT 53hrs. Always hangared Melbourne. Superb condition. VW1600. Cruise 60kts. Empty 236kg Max 348kg. Load 83kg with full fuel. Fuel 39L at 11Lph. Experimental but can be RA-Aus registered. No vices. Cheap flying \$10,000 ono. Ph 0401 388 651, 0403 849 117.

### 2287 JABIRU J120C 24-7279



TT 110hrs. was new December 2009, private use only, option upgrades incl. VSI, Garmin 296, landing light, strobe, voltmeter, Davtron chrono, speckle rear interior and custom graphics. Factory LAME servicing. 104 kts @14l/hr. \$58,950. Ph 0408 586 848.

### 2294 AIRBORNE TRIKE 582



TT 320hrs. 2002 model classic, Rotax 582 blue head with electric start, Micro air radio, Garmin 126 GPS. Full instruments, landing light and strobe incl. helmets, headsets, flight suits, paniers, stone guard bag, pylon bag and all covers. Blue and yellow wing and base. Registered trailer with wing carrier. \$21,000 ono. Ph 0408 319 764. Email kbrbuilders@gmail.com.

### 2295 DRUINE TURBULENT AT100



19-4864. Built under 101.28, New with permit, 0 hrs. Single seat wooden, VW 1835cc. 90kts cruise, stall 32kts. 14 lph, total 401. Dual ign. (Bendix mag. + coil), 25A alt. Fifth plans - built by experienced builder. \$23,000 ono. Ph 02 4351 1437 or email moola@tpg.com.au.

### 2298 AEROPUP TWO SEATER



19-5206. TT 190 hrs. Jabiru 4 cyl 85HP. Lame owned, built and maintained. 90kts economy cruise, 16lph, 96ltr fuel in wings. Quick fold wing system for easy trailering. Large luggage compartment. Always hangared. Award winning build and finish. \$57,000. Located Caboolture. Ph Steve 0421 603 175. Email dux480@bigpond.com.

### 2309 STORCH 500 S



TT 52 Hours. Factory built. Dynon FlightDek D180 and Garmin Colour 296 GPS. Microair Radio. 80HP Rotax. Tinted Windows. Landing and Nav lights. Woodcomp Carbon prop. Door locks. Refuelling pump. Permanent Stainless steel U/C legs. Wind deflectors for use with doors removed. Always hangared. Cruise 97 kts. \$82,000 plus GST Ph 0407 229 495. Brisbane.

### 2350 CHEETAH - XLS



TT 42hrs. Cheetah by Rainbow Aircraft. Factory built. PP Jabiru 2200. Immaculate condition. Superb handling. Pleasure to fly. 110l tank. Spacious cockpit. Always covered. \$51,900. Ph George 0417 017 384. E-mail gcartwright@bcgs.wa.edu.au.

### 2372 JABIRU J230/430



19-4913. TT 78 hrs. Dynon Flightdeck 180 EFIS/EMS with 6 off EGT's/CHT's interfaced with Avmap, Microair transponder, XCom radio, Winter Altimeter, + 4 UMA gauges, Sensenich carbon prop, Cummins spinner, with original prop, wing & tail strobes, cabin cover, 2 Bose headsets, two-pack paint, \$85,000 Tocumwal Ph 0427 534 122.

### 2374 FLOATS

Puddlejumper 14ft Amphibious fibreglass floats. Retractable stainless steel undercarriage with brakes and water rudder. Instructions and mounting hardware to suit most kit aircraft to 450kg. Brand new, still in crates, \$3,000 below purchase price. \$7500 Ph John 0427 757 922.

### 2393 JABIRU SP6



TT 900hrs. 3.3L 120hp with custom extractors, Microair Radio and Transponder, Electric turn and bank, New Sweetapple prop with spare Jabiru prop, 85l fuel tank, 10 Ply main tyres, many extras. Excellent Condition, Snowtown SA, \$52,000. Ph Stewart 0417 817 524

### 2401 JABIRU 170



TT960 hrs. Factory built 2007. Always hangared. Top overhaul by Jabiru \$69,500 ONO inc GST. Ph 0408 522 280

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**TEMORA AIRPORT**  
 phone Jill 23 TENEFTS ST TEMORA  
**0412 409171**  
 www.temoraflighttraining.com



## 2402 AEROCHUTE

TT 58 hrs. #378 Dual. Rotax 503. All the gear inc. N/R headsets, radios, flight suits etc. \$13,600. Ph David 02 9436 1211.

## 2403 X-AIR



TT 160hrs, 70hrs with Rotax 618, Ultralam skins, \$19500 ono, hangared at Clifton QLD. For history and more pic's e-mail shirroy@bigpond.com

## 2416 KR2



99% complete. Except for some instruments has everything to complete. 5000 hours work already done. Dual chrome molly push rod type controls, CASA approved with drawings, aluminium fuel tank, fixed undercarriage, disc brakes, wheel spats, flaps, upholstery finished, inst panel fitted. Ed Sterba prop. Boxes of spare parts, turbo charger, newsletters, drawings for every modification etc. Ph Mark 0412 289 212. \$19,000.

## 2422 T BIRD II KIT



To be assembled. Needs motor (Rotax 582 or 912 ULS), propeller and instruments. Includes instruction manual and all parts including fabric. Can be RA-Aus registered. Selling due to health problems. \$12,000 ono Ph Roger McKechnie 0412 724 169

## 2423 T BIRD II-2 SEAT



Kit by Golden Circle Air. Over 3000 aircraft built and flown in USA since 1973 with no structural failures. 582 Rotax, 2 blade warp drive propeller. Approx 130hrs in USA (not logged) Hobbs meter shows 29hrs. Engine fitted-needs wiring, battery and instruments. Check www.indyaircraft.net \$18,000 ono Ph Roger McKechnie 0412 724 169.

## 2424 T BIRD 1 FUSELAGE



Single seat. Golden Circle Air U.S. produced over 2000 of this plane with no structural failures. Needs approximately \$3,000 in parts to finish plus motor & instruments. Check www.indyaircraft.net Can be RA-Aus registered. \$5,000 ono Ph Roger McKechnie 0412 724 169.

## 2429 CHEETAH SIERRA 19-5473



TT 63hrs. Jabiru 2.2, Hydraulic lifters. Sensenich Prop 5.1hrs TT. Matco brakes, ASI, VSI, ALT, TBI, 2 X EGT, 2 X CHT, Icom ICA 200 Radio, Flitecom Intercom. Spare cruise prop. Located Taree NSW \$68,500 ono. Ph 02 6552 2383, 0429 954 479.

## 2438 KITFOX 111 28-4154



TT 500 hrs. Originally registered VH BJS. Always hangared and L2 maintained. Bolly 3 blade prop, full instrumentation, Rotax 912. Cruise 80kts at 14lph. Folding wings with 100l capacity. \$43,000. Ph John 0403 724 209 Victoria.

## 2441 JABIRU 230B 19-4247



TT 270hrs. Built 2005, always hangared, very good cond, well maintained, Garmin 296 GPS, Microair radio, wingtip strobes. Located Temora NSW, \$70,000 inc GST. Ph 0488 342 035.

## 2442 SAVANNAH VG



TT 455hrs. Built 2005, always hangared, first at Casino then at Tyagarah (Byron Bay) NSW. Reluctant sale. Rotax 912. 150ltr tanks @ 17lph. 8 hour range. Large tyres. Observer doors. Mounted colour GPS. Tree bladed Kool prop. \$63,000. Ph Tom Grierson 0419 414 031 email lern2fly@hotmail.com.

## 2447 TEMORA HANGAR LAND



Located in Established Aviation estate close to main runway at 28 Tenefts St. Street and taxiway frontages. Town water, sewer, town gas, telecommunications and electricity available. Water not connected but available. Almost level block some fill on site 820 sq metres. Direct access via taxiways to runways including recently constructed runway, 2040 metres long and 30 metres wide \$50,000 ONO Ph Bob 0428 25 1728.

## 2453 FLIGHT DESIGN CTSW



TT 320 hrs, Rotax 912 100hp, Dynon glass panel, cruise 115-120kts, 130ltrs tanks, 18lt/hr, heavy duty undercarriage, Garmin colour 296. Immaculate condition, fast, high-performance, great fun to fly. Located SE Qld, always hangared. \$115,000. Ph 0419 368 696.

## 2457 SKYFOX GAZELLE

912 Rotax damaged, unregistered. Store in mobile hangar X caravan, full rear door/ramp. Unregistered \$7,000 Ph Ross 07 3205 5171, 0414 321 551.

## 2463 JABIRU 230D 24-7288



Factory warranty. Hangared, 15 months old, 175 touring hours, dual wing strobes, tail beacon, landing light, Sensenich prop, adjustable pedals, Option2 instruments, EFIS, Garmin 495 GPS (HSI connect), UMA VSI, transponder, leather and booster seats. Price: \$92,000. Ph 0402 286 466, email m.laufer@yahoo.com.au, visit www.laufer.com.au

## 2464 ZODIAC 601XL-B



Jabiru 3300 TT 104 hours. Recently upgraded. Full glass cockpit Dynon D100 D120 and Avmap IV. Microair transponder and VHF radio. Suit new buyer. Reluctant sale. Visit www.jodaplanes.com for photos. \$85,000 ono. Ph Dave 0407 008 896, email davidg@fnoc.com.au.

## 2466 TERRIER 200



Factory built. Travelled most of Australia without incident. 400 hours logged on EA81 Subaru motor. Maintained by L2 Complete logbooks. Recent 100hrly, new tyres. \$55,000. Ph Peter 0412 505 252.

## 2468 STREAK SHADOW



TT 935 hrs. Best appointed Streak in Australia. Full instrumentation incl. radio & GPS, 3 axis electric trim, recondition Jabiru 2200 engine, Streamline fuel tank with more rear cockpit leg room upgrade. \$21,000 ONO. Caboolture QLD. Ph Ross 07 3886 6625, 0407 810 384.

## 2470 JABIRU J160



TT 760hrs. Rego 24-5555 (Transferable). 2008 factory built. To be sold with Jabiru factory top-end overhaul (yet to be completed) - so 1,000 htr motor. L2 maintained. Always hangared. Nil accidents / major mechanical issues. Full log-books. 135L wing tanks. 1000NM range at 95kts. Garmin 495 GPS, Transponder, landing light, strobe, outside temp. gauge. \$55,000 + GST. Ph Chris 0418 223 694, email cstott@clicknetoz.com.

## 2473 GAZELLE CA25N

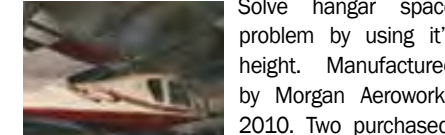


TT 1700hrs, Engine 450hrs since bulkstrip & top overhaul. Owned by ex Skyfox factory chief engineer. \$38,000 no GST. Ph Tony 0411 234 191, email w.gympieaircraft.com.au.

## 2474 ROTAX 912A 80HP

600 hrs since overhaul. 900 hrs to run. Includes most accessories. \$10,000 + GST, Ph Tony 0411 234 191, www.gympieaircraft.com.au.

## 2475 AIRCRAFT LIFT



Solve hangar space problem by using it's height. Manufactured by Morgan Aeroworks 2010. Two purchased, one now surplus. Cost \$4,900ea, sell ex-Warwick \$4,100. Ph Peter 0415 714 182.

## 2476 HANGARS - FOR SALE OR LEASE



Scone Airport NSW. New, fully-enclosed and secure. 12m x 12m individual hangars. Sliding Doors 3.6m high. Concrete Floor. Power, light and water. Tarmac Apron and Taxiway. Freehold Title. \$88,500+gst or long term lease at \$135+gst per week. Ph: 0429 810 008.

## 2477 JABIRU 170



Engine TT 175 hrs, Panel Option 2, Garmin 296 GPS, Dynon D10 EFIS, ETC, Fuel flow meter, Twin landing lights, Two radios, Cabin heat, Electric flaps, 10 ply mains, spats fitted, 100TAS, 135L wet wing fuel, Range 1570 km, 14-15 litres/hour, hangared, Serviced every 25 hours. \$72,000, Ph Brian 0458 989 176, Email brian.walker@tenix.com.

## 2479 TL CARBON STING



TT 584 hrs. Rotax 912ul. Full cockpit incl Blue Mountain EFIS. Variable pitch prop, Ballistic Shoot, aux toe brakes, CD, heater, custom paint, cruise up to 135kts@ 18lph. Aux wing tank plus belly tank. Over 5 hrs endurance. Always hangared, and L2 maintained. \$123,000 incl gst. Can deliver. Ph Terry 0427561562, email terryold01@bigpond.com.

## 2481 LIGHTWING 912S



TT 1566hrs. V good condition. Owned and maintained by L2 and used for private use only. Full maintenance history and manuals available. This is a very tidy well sorted aircraft that flies exceptionally well. \$45,000. Ph 0419 132 777.

## 2484 ROTAX 912ULS ENGINE

TT 1200hrs (2000 TB0 mods done) New short engine - rebuilt by Bert Flood. Comes with oil tank/ electrics to suit new installation. \$14,000 ono. Ph Martyn 08 8556 5404.

## 2485 AIRBORNE XT912



New strutted SST wing with only 22hrs, base 216hrs, excellent condition always hangared, 2 x helmets, Lynx headsets, Microair 760 ra-

dio, full heavy duty covers, tall wind shield, disc brakes. \$52,000 Ph Bob 0428 767 800. Located Watts Bridge QLD. Heavy duty trailer also available.

## 2487 EUROPA XS



TT 170hrs Rotax 914Turbo 115HP, constant speed prop, colour GPS, Transponder etc. \$75,000 ono, no gst. Ph Tony 0411 234191, www.gympieaircraft.com.au.

## 2491 PIONEER 200



2008 700hrs TT. Rotax 912 100hp with GT prop. Garmin SL40 radio/intercom. Avmap EKP IV GPS. Full fairing kit, tinted windows, strobes, electric elevator and aileron trim. Always hangared and fully maintained by L2. \$85,000. Ph Scott 0418 264 149.

## 2492 VSTOL LAND AFRICA

Homebuilt kit nearing completion. Will have RA-Aus 19 Rego. Possibly ready to fly May/June. Painted white. Add your own colours. Slats. Tricycle Tundra wheels, long range tanks 144ltrs, flaperons, radio. MTOW 560 kgs. RAA 544 kgs. Nil hour 100 HP Rotax 912. \$66,000. Ph 02 6682 6599. Hangarage may be available at Evans Head for buyer.

## 2493 KARATOO J6D PROJECT

All fuse, controls and undercarriage metal welded and painted. Suspension complete ready to go on wheels. Genuine plan set with many supporting drawings and research. Clark Y ribs and spars plus bell cranks and other assorted wing and general hardware. \$8,000 no GST. Ph Hunter 0412 048 679.

## 2494 EXPERIMENTAL



NEW All timber construction, stubbies fitted, Ready to register and fly. Cruise 95-100knots with fuel consumption of 14/15 ltrs per hour. Rotax 503 Re-Con - Nil Hours-Wood Prop New. \$15,000 including all Jigs and Patterns to Build another. Located Nth NSW Ph 02 6676 1405 -Also 2 Seater for Sale - NO Engine.

## 2495 X-AIR HANUMAN ONE QUARTER SHARE





Hangared and to remain at Lethbridge Airfield, 36kms NW of Geelong. Kit built and completed late 2007 and TTIS is 185hrs. Jabiru 2200 engine, has GPS and PLB Standard dash with Xcom radio and Engine Information System. \$8,250 Ph Bruce 0409 432 797.

## 2496 JABIRU SP 470 19-3739



TT 450hrs. Longer tail, bigger rudder than a standard LSA. Hangared Mittagong NSW. \$39,000 Ph 0401 006 506.

## 2498 DRIFTER

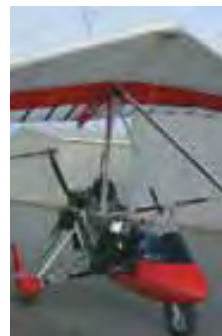


TT 140hrs. Reg & cert cable brace. 582 blue head motor, New skins on wing and tailplan. Long range tanks. No corrosion, intercom, portable VHF and UHF, Full history since new. \$14,500ono. Ph Phil 07 4655 4311, email nockatunga@pastoral.com.

## 2499 MOTOR FOR SALE

Jabiru 2200 good condition, runs well 206 hours complete with Pritoni ground adjustable prop 4 hrs old, like new. \$4,400 +gst. Also Sweetapple prop to suit, good condition \$500+gst Ph Steve 03 5233 4603.

## 2500 AIRBORNE XTC-582



TT90hrs. 2006 Micro-light with Cruze Wing. Always hangared. Microair Radio and Lynx intercom, with 2 Lynx Headsets. 3 Icaro Helmets XL, L and S. 2 flying suits XL and L. GPS and Custom trailer. \$32,000.00 Phone Steve 0419 916 032.

## 2501 SPORTSTAR MAX TURBO



V low hours. Rotax 914 turbo, electric IFA/CSU propeller, comfort interior with high-back seats, sunshade & extra ventilation. Usual SportStar specs inc Garmin SL40/GTX327/GPS Aera 500,

ADI-3 horizon, electric aileron/elevator trim, full dual controls, cabin & prop covers. RA-Aus or VH-register. Ph Peter 0413 900 892.

## 2502 FOXBAT A22



TT 550hrs. One owner. Ballistic Recovery System, Transponder, Garmin 296 GPS, Fuel Flow Meter, Auto Pilot, XCOM RADIO etc. \$75,000 ono Ph 0402 210 913.

## 2503 JABIRU J230-C LSA

TT 50hrs. Factory built, 3 yrs old, RA-Aus 24 rego, LAMI maintained, Logs & Manuals. Factory options, invoiced cost \$118,000 Glass panel option 3, Fin strobe, landing light, IFR Alt. Many extras, fresh annual completed. \$85,000 inc GST. Ph John 0427 061 136, email admin@mccoengineering.com.au.

## 2504 JABIRU J170-C



TT200hrs. Factory Built Nov 2008. Panel Option 1, Garmin 296 GPS, Transponder (calibrated), Keyed master switch, Single strobe, JPI FS450 Fuel flow meter, Landing light, Fancy pin stripes (Enraged red), 2 headsets, 135L Wet wing fuel tank, 15 lph cruise, Always hangared, Serviced every 25 hours, Spats included but not fitted. \$72,000 ONO. Ph Paul 0412 060 997, email: leo@achargreaves.com.au.

## 2505 AEROCHUTE



TT 56hrs. New condition, Dual seat, 503 DCDI Powered. Hi-Lift canopy (367 sq ft), Factory electric start, 62in prop with updated Hoop Prop Guard. Lynx headset (radio compatible). Garmin 200W series GPS, Both headset & GPS come with charges. Suit, helmets, &

more. Full Maintenance history and manuals. \$17,500. Ph 0404 316 913, 03 5253 1156.

## 2506 SPORTSTAR SHARE AT GAWLER



2005 model. Bendix/King radio and mode-c. Always hangared and L2 maintained. Excellent fun aircraft,

1/5th share \$17,500 with low monthly and hourly cost. hangared at Gawler. Ph 040 5011 330, email bas@scheffers.net.

## 2507 AIRBORNE XT 912



Tundra. SST wing. BRS parachute. 2x Helmets, Intercom-Radio. Wing and Base covers. Delivery hours only-as new. Substantial saving on new aircraft. Hangared Tumut. Ph Peter 0418 278 012.

## 2508 LIGHTNING AIRCRAFT



TT 126 hours, Jabiru 3300 Engine, Dynon D180 Flight Deck, X-Com UHF, Radio and Headsets, Micro-Air Transponder, Laurence 200C colour GPS, Interfaced to Auto Pilot & Dynon, Trio 2 Axis Auto Pilot, Cabin Heat, Electric Trim and Flaps, Cruise 145kts at 6000ft. \$134,000. Ph Smokey 0429 639 770.

## 2509 LIGHTNING AIRCRAFT (RA-AUS.19 REG)



Suit new buyer, always hangared, low hrs, Extended wing tips, electric trim & flaps, park brake, 43kts stall, 136Kts cruise. Dynon D180, Garmin SL 40 VHF, Garmin GTX 327 Transponder, Trio Auto Pilot, Lowrance 2000c moving map GPS, ASI, Certified Compass, cabin heat, boarding steps, ELT, Aux power plug, Nav & Strobe lights, landing lights. Latest Model Jabiru 3300 Eng. \$ 130,000 inc GST. Ph 08 8767 2145, 0408 813 501.

## 2510 ROTAX 582 CRANKSHAFT

Rotax 582 crankshaft, brand new. Latest model in sealed box. \$1,700. Ph Don 0414 626 700.

## 2511 SAVANNAH CLASSIC



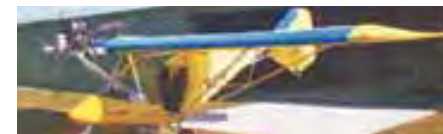
912 Rotax, L/R fuel tanks, extended luggage comp. 2 pack white paint. Always hangared, low hrs. Located Busselton WA. \$50,000 Ph Terry 0418 932 756.

## 2512 ENGINE WANTED

For Hi-max/Minimax. Hirth F23, Zenoh G50 or

Rotax, to 45Hp. Would consider complete aircraft for parts. Ph 07 4163 1528 after 7.00pm.

## 2513 X-AIR



TT 127hrs Rotax Blue Head 582, Elec start, Microair 760 Avionics, Xcom intercom, Sky Dart G X 1 panel, Cummins Spinner, Strobe, Lexon doors, spats (now fitted). Hangared at Wentworth NSW. \$25,000 ono Ph Geoff 0439 302 316, 0448 001 825.

## 2514 RANS S-7 COURIER AIRCRAFT



Factory built aircraft. Excellent condition. Serviced regularly. Type - 3 axis. Airframe hours 463.0. Engine Rotax 912 -S. 4 stroke. Registered until 27 Oct 2011. \$44,000.00 ONO inc GST. Located Innisfail. Ph Michael 0428 477 997, email mhaendel@activ8.net.au.

## 2515 SONEX AEROVEE



TT 80hrs. 80HP Taildragger, Microair Radio, Grand Rapids EIS, Garmin 196 GPS, Cruise 100kts, Polished metal. \$55,000. Ph Shane 0412 537 730, email sfewings@tpg.com.au.

## 2516 PLB/EPIRB

GME MT410G PLB W/GPS Still in package with instructions \$475. Also books by Des Rycroft ultralight navigation, flying briefs, basic aeronautical knowledge. Flight training manual by Phil Stonebanks. Ideal for new students. \$80 the set. Ph Warren 08 8223 3404.

## 2517 LIGHTWING SPEED 2000



Production 24 rego aircraft manufactured Aug 07. Airframe and engine 425hr. Rotax 914 turbo 2000hr TBO capable engine. Autopilot (Tru Trak), VHF and UHF radios, GPS, AOA, transponder, in flight adjustable propeller, fuel mizer, computer aided navigation (Fagawi and Mountain Scope), and 120L/500+nm fuel capacity at 110/115kt. \$109,000. Ph Peter 0415 714 182.

## 2518 19-3651 ZENITH ZODIAC 601 HDS



(HDS = High speed wings) TT105 hours, EA81 engine, 3 blade ground adjustable prop, wing lockers, 60lt tank. Unique aircraft has stick and throttle both sides. Flaperons & electric trim. Easy to land & fly. Hangared at Bacchus Marsh Vic \$42,500 ono. Ph Adam 0417 589 154.

## 2519 JABIRU J120



TT 110hrs. Privately owned (no training), Always hangared (YCEM), will suit school or private use with cross country 105kt capability. Extras include VSI, cabin heat and Garmin 296 GPS. Inspection will not disappoint. \$55,000 (incl GST) Ph Glenn 0417 033 031.

## 2520 VARIEZE



Fast, 2 seat ultralight designed by Burt Rutan. 5000 built worldwide. Powered by O-200 Continental as used in Cessna 150, 240 hrs SMOH by A&P mechanic. Easy to fly with a range of 500-600 nm. Located Perth. Sell or trade for a Quickie. \$45,000 Ph 0410 390 053.

## 2521 SHARE IN DRIFTER OWNERSHIP



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

## 2522 COLYER MARTIN 3 LSA



TT220hrs. As seen at Natfly 2009 & 2010. Excellent condition. Rotax 912ULS 100hp, AirMaster

fully featherable CS prop, Dynon 180, Garmin 296 GPS, electric trim. Glide ratio better than 23:1. Cruise 97kt. 130ltr fuel, 600kg MTOW. Great visibility. \$115,000. Will deliver. WA Ph 08 9851 4147.

## 2523 TECNAM P2004B 24-4664



Immaculate condition. Always hangared, Lismore area. Rotax 100 HP. 200Hours. 120Kts cruise, 18lph. Strengthened main undercarriage. Airmaster 3 Blade electronic prop. Large wheels for short fields. Separate foot and handbrakes. Dual pole controls with electric trim. Dynon EFIS D100, Garmin GPS Map 296, Garmin SL40 VHF w Intercom, Garmin GTX 320A Transponder w Mode C, Fuel Computer. Strobes, nav lights. \$130,000 incl GST Ph 0412 834 225.

## 2524 HANGAR



Newly built at Kilcoy, 15 x 11 Metres, prime location on field, insulated roof, draughtproofed. \$85,000 or rent \$300 per month. Email: taxpayerxyz@hotmail.com.

## 2525 SKYFOX GAZELLE



TT 1674hrs. Excellent cond. Fresh gearbox o'haul. Fresh 100 hrly. Foldable wings for easy trailing or storage. Full maint. history. VHF/UHF radios. Good fun, economical aircraft. Based in Moruya. Delivery options available. \$35,000 Ph 02 4478 6288, 0411 480 393.

## 2526 AERO PUP KIT

New two seater kit still in box, also included Fabric Kit \$17,000. Cost \$28,600 save \$11,600 Call 0412 421 032.

## 2527 JABIRU LSA 55-1837



Fantastic plane. Must be sold. Beautiful to fly. Ph 0417 781 778, www.waynehack.com/plane.

## 2528 BIPLANE

TT 206hrs. Biplane pocket rocket 2 seat tandem. Never crashed, 80kts cruise short field,



super strong, 80ltr fuel, 2200 Jab motor, Pritoni ground adjustable prop new. Intercom, all instruments, radio. Partly disassembled, needs work / recovering. Great project for right person \$5,000 +gst or cash without motor. Or \$9,500+gst or cash with motor. Ph 03 5233 4603 Colac Vic.

## 2529 SUBARU MOTOR

95-100 hp Subaru EA81 only 77 hrs since full rebuild, receipts avail. not your normal EA81. Has Bing carbs, electronic ignition, performance cam. H exhaust and more, water and oil radiators. 3 blade Bolly inflight adjustable prop in great condition. great climb and cruise speed. \$5,600 Ph 03 5233 4603.

## 2530 TECNAM P92 SUPER ECHO



TT 660hrs. Rotax 912. V good condition. Always hangared. Wing tip strobes and nav lights. Recovery chute. Fully maintained. Nothing to spend. \$86,000 inc GST. Ph Hunter 0412 048 679.

## 2531 HANGAR AT GOLD COAST



Individual, secure, lockup hangar for sale at Heck Field (midway between Brisbane and Gold Coast). Suit RV7 or similar sized. Power, water, security lighting. Caretaker lives on site. \$44,000. Ph 0414 180878.

## 2532 QUAD-CITY CHALLENGER II 19-3391



TT 229hrs 503 Rotax Eng & Air Frame, radio, headsets, intercom. Tennessee Prop recently reconditioned fibre-glassed and static balanced. Now garage stored. Need garage back. \$20,000 ono. Ph 0429 995 649.

## 2533 PIPISTREL VIRUS SW



TTIS 450hrs. 80hp Rotax. 125kts TAS. 100L Tanks, BRS, Wingtip/landing lights, spoilers, covers, tie downs, XCOM VHF/Intercom, Garmin 296

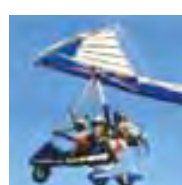
GPS, Microair Transponder, Uniden UHF, Dynon EFIS D-10A. \$75,000 neg. Located Canberra. Ph Phil 0417 040 052, email phil.allen@internode.on.net.

## 2534 THRUSTER T300



New Rotax 582. E type G/Box and Bolly Prop. Less than 20hrs New instruments Intercom, dash & H/sets, new springs, wheels, brakes, doors, fabric sides. Fuel tank. Windscreen. Upholstery. Meticulously restored. First to see will buy. \$18,500. Ph Peter 0418 278 012.

## 2535 AIRBORNE CLASSIC 582



Wizzard wing. Radio, H/set, intercom, Helmet 427hrs. \$15,000 ono. Good first trike. Prop net. Ph Peter 0418 278 012.

## 2536 SONERAI 2LS



Immaculate, stretched model, tandem 2 seat previously sports aerobatic VH-IIS (experimental). AME owned/maintained, Full metal wing, chromoly frame, dual controls, Jabiru 2200, Hydraulic brakes, flapperons, Garmin colour GPS296, full VRF instruments, G-meter. Cruises 120-125kts on Mogas. Vne 174kts. \$39,900. Email brettthawley@hotmail.com.

## 2537 FLY SYNTHESIS STORCH



TT 100hrs, Beautiful aircraft. Always hangared. 296 garmin GPS, folding wings, tinted windows, wing tanks, fully carpeted, seat covers, full instruments incl. AH, carby temp, EQ1 cordless headsets, Jabiru motor 2200 / 80hp, GT Italy Prop, XCOM transceiver, \$75,000. Phone Allan 0411 311 220, email allanjohn46@dodo.com.au.

## 2538 SKYCRAFT (SEA) SCOUT MK3



TT 272hrs. 10-0174 Optional wheels, EC250 Robin Motor, 3 axis controls, F/G pod, ASI, ALT, Compass, Last registered 2002. Multiple spares, Runs well and in good condition - great fun on water, Deceased estate. \$1,000. Ph Lyn 08 9397 5207 WA.

## 2539 SKYFOX CA22



TT 740Hrs. Rotax912. Detailed log and maintenance history. UHF and VHF, VG original condition, always hangared, nil training or accidents. Comes with registered custom built trailer, toolbox and accessories. \$35,000. Ph 0421 933 683, 07 4777 2804. Nth Qld.

## 2540 QUICKSILVER GT-500



Great condition, always hangared. Rotax 582, 235 hours TT engine and airframe. Two placard control. Full panel of standard Air and Engine instruments, Icom IC-A200 radio, Sigtronics Sport 200 High Noise Intercom. Tundra Tyres. \$19,400 offers considered. Ph 0448 394 777 or 0427 024 439

## 2541 2007 TECNAM SIERRA LSA



(Purchased new 27th December 2007). One owner, never used for training or cross hire. Would suit a new buyer. Beautiful condition, Dynon D6 EFIS, Transponder, 7" glass GPS, Aux Alternator. Cruise at 116 kts TAS at 20 lph. \$120,000 (NO GST). Contact Mark 0411 875 023.

## 2542 LAST RESORT/ MOTOR GLIDER



30:1 time 800hrs 912 2 seat. Throw in a 800 m strip and 300 acres, three houses two used for regular holiday lettings, ag business and more, three sheds. Only three hours from Sydney. Are you looking for a REAL change \$1.2m Pic and details adshedsyd@hotmail.com 0413 963 438

## 2543 XAIR



Price: \$15,500 or reasonable offer. Contact: Alan 0417 025 532

## 2544 JABIRU 230C 24-4822

December 2006 factory delivery. 250 Hrs only. Excellent order. Garmin 296. Maintained at the factory. One private, recreational owner with full history. Genuine reason for sale. Sale includes near new hangar at Monto airstrip, home of the RA-Aus northern fly-in and hangar rental space in Bundaberg! (30 mins. In the 230) \$95,000 ovno Contact the owner, Laurie Barnett on 0428 265 777

## 2545 KARATOO J6



Subaru EA81, 286 TTIS, 113 hrs engine, Warp drive 3 blade ground adjustable propeller, Amax Re-drive, 70 kts cruise, Dual controls, Maule tail wheel, radio/intercom, Standard instruments, 56 lt wing tanks, luggage area, Easy to fly, Colac Vic. \$29,500. Mike 03 5236 2477 mr9@iprimus.com.au for more pics.

## 2546 TEAM MINI MAX



Rotax 277 engine, low hours. \$7,800. Also Fisher 303 \$6,500 with canopy & brakes. Ph 08 8258 2724

## 2547 QUICKSILVER MX II



1988 model, 1st reg in 1989, Quicksilver MX II TT 220. '07 Rotax 503 DIDC and 3 blade Ultra Prop - ground adjust TT 30. Always hangared, VGC, Recently updated frame, 2 axis control. An historic 2 seater. RA-Aus reg till June 2011. \$7,500 ono. Ph 0412 686 969, 02 6456 2765 email for more pics and info. mondogio@optusnet.com.au

## 2548 SAVANNAH VG



Built 2004 TT 625 hrs 912uls always hangared and in good condition, Garmin GPS std panel UHF brand new tundra tyres, hub and brake assembly, high visibility doors new front wheel bungee and front axle mod done. I have a new factory built ordered and must sell this one. LAME maintained \$58,000inc contact Tim dongonplains@gmail.com Ph 07 4625 0951 0428 258 184

## 2549 95-10 AIRCRAFT



447 Rotax 203 TT designed by Gary Morgan cruises at 70 knts independent brakes, side opening canopy, Icon a 22 radio with head set, normal panel comes with very practical trailer for overnight stays, ready to go, 10 mths rego on both all paper work done, affordable flying. Contact Bob 0429 111 942

## 2550 JABIRU J160



Built in 2004, (VH-JNS), the aircraft has done 360 Hrs TT. The aircraft is now registered as 19-5488. It has always been hangared, and has also been serviced as per service manuals. Instruments include Microair radio and Transponder, MGL EFIS and EMS. The aircraft is in perfect condition, and has never had any damage. It flies extremely well and is very well balanced. I need to sell to fund a new J230/430 kit. Asking price is \$60,000 neg. Please call Johann at 0439 702 194.

## 2551 CARBON CUB SS



Blue and Silver, rego 24-7661 as seen at Temora, 180 hp, executive panel, TT Auto pilot, 3 by 3 landing gear and more, 60 plus hours still under factory warrantee, big discount from new price, call Steve 0414 444 971

## 2552 ESQUAL VM-1



Reg. 19-4744 Kit-built Only 87 hrs engine & fuselage. Always hangared & covered. No accidents/incidents. Rotax 912 100 H.P. Cruise 115 kts. 17 lt/Hr Const.spd or inflight adjust.prop. Full glass inst.panel Dynon EMS & EFIS. Garmin SL40 radio&Garmin 296 GPS 2 D.Clark H/sets. 3 strobes, 2 land.lights. \$110,000 No GST. 03 5241 2002 or 0410 524 129

## 2553 WOODCOMP PROPELLER

Woodcomp Klassic 170R Ground Adjustable, Includes Spinner and all fittings for Rotax 912. Good Condition, only 43 hours. \$750 including postage. Phone Chad 0405 654 860 or chadboot@bigpond.net.au

## 2554 CZAW SPORTCRUISER



2008 240TT in Immaculate Condition. Brand New 3 blade Sensenich ground adjustable 3 blade composite propeller. Dynon D100 and EMS 120. Perfect trainer or economical tourer 110kts on 20lph mogas. \$129,000. Location: Bankstown NSW. Contact: Chad Boot. Email: chadboot@bigpond.net.au Telephone: 0405 654 860

## 2555 JABIRU 230B



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

## 2556 SYNDICATE SHARE



Share for sale in a long running syndicate based at Caboolture. Foxbat A22 with yoke controls, Dynon dash, transponder and G.P.S. Aircraft has 250 hrs approx and is in fantastic condition. Please contact Chris for details on 0417 621 097 \$8,000

## 2558 FLIGHT DESIGN



CTSW 335 hrs TT, Rotax 912 100hp, Dynon glass panel, cruise 115-120kts, 130ltrs tanks, 18lt/hr, heavy duty undercarriage, Garmin colour 296. Immaculate condition, fast, high-per-



formance, great fun to fly. Located SE Qld, always hangared. \$112,000 Call 0407 761 619

### 2559 ROTAX 912 ULS

100 hp motor. Brand new, never started, still in box. Serial no. 5644-95. Replacement cost around \$22,000, buy for \$18,500 ono. No longer needed. Ph Glen Tier 0417 642 503

### 2560 RANDKR-2

Built under 101.28 Revmaster naturally aspirated 2100D Cruise 120kts, stall 40kts. I.A.S. 70lt fuel @ 15lt/hr. Delcom radio TTIS Airframe/engine 80hrs. \$25,000 ono. Ph 03

5241 1605 or mob 0427 138 656 Evenings only before 8.00pm

### 2561 CAPELLA JAVELIN



19-4309 TT 28hrs 582, 50L wing tanks, dual control, 55-60kts cruise, or consider swap for Airborne Edge X Trike. Aircraft located at Cowangie VIC. \$22,000 Ph Peter 0427 698 737 or 03 9728 5110

### 2562 AIRFIELD, DRIFTER, ROTAX 503

Airfield WW II, price slashed, flood free all weather, 752 mtrs long on 61 acres, 40' shipping container & large water tank. \$169,000. Drifter- Lightweight 503 DCDI, TT 69hrs, dual controls, Icom radio intercom and headsets. Excellent condition. \$15,900. Rotax 503 DCDI & assorted spares, radio, fuel pumps, C-Type gearbox, etc. Toowoomba QLD area. Ph 0405 382 235

## About Member's Market Ads

MEMBERS can e-mail, fax or post market ads to the RA-Aus head office. Stampils Publishing does not handle market ads. Payment by cheque, money order or credit card must accompany ads which must be paid prior to publication. Deadline is the first of the month, one month before the cover date. RA-Aus accepts all major cards (except American Express and Diners Club). Text - \$15 (50 words maximum - text will be edited

when it exceeds maximum limit). Photos - \$15 (include stamped addressed envelope for return). Neither RA-Aus nor Stampils Publishing accepts responsibility for any errors or omissions. The Members Market is subsidised by members and is for non-commercial sales only. RA-Aus and Stampils Publishing reserve the right to withdraw from publication, without refund, any ad deemed unsuitable, including low quality or faulty images.

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If you're looking for something a bit different from the average - this is the aircraft for you. Put some fun into your flying and go somewhere off the beaten track - paddock, river, lagoon or pond. Robust & rugged. Perfect for training and touring. Ideal for station work. Safe, predictable handling. Stick or yoke dual controls. Monster 60" wide cabin with plenty of headroom and huge visibility. Legally carry up to 290kgs. Take off in 75 metres\* (and land the same). Cruise at 100 knots TAS. Fuel over 110 litres usable. Duration 6 hours + reserve. Range of options & colours.

### Foxbat Australia

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**Peter** - 0413 900 882 (Vic, NSW/ACT, QLD, Tas)

**Roger** - 0417 084 377 (SA)

**Gordon** - 0419 942 645 (WA)

\* All figures apply to amphibians - call us for amphibian details



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## board nomination form



### 2011 RA-Aus Board Election

Please note the election is for half the members of the Board, in accordance with Appendix B of the Constitution, each Board Member having a two-year term. The Board elections called this year are for Group B which consists of:

- ▶ Two (No.1 & No. 3) representatives for South Queensland
- ▶ One (No. 2) representative for New South Wales including the Australian Capital Territory
- ▶ One (No.1) representative for Victoria
- ▶ One representative for South Australia
- ▶ One representative for Western Australia

### Board Members (term expires at the RA-Aus 2011 Annual General Meeting)

South Queensland	John McKeown
South Queensland	Myles Breikreutz
New South Wales including the Australian Capital Territory	Dave Caban
Victoria	Ian Baker
South Australia	Lynn Jarvis
Western Australia	Ed Smith

### BOARD MEMBER DUTY STATEMENT

Notice under Rule 20 (vi) of the Recreational Aviation Australia Inc. Constitution and Rules.

#### BY- LAW No 10

1. Represent the Members of RA-Aus as a whole and the Members of the Region specifically.
2. Actively promote and encourage the ultralight movement through liaison with government and other organisations in the Region, on behalf of RA-Aus.
3. Attend all Board meetings or arrange alternate delegate or proxy.
4. Perform all tasks and duties agreed by the Board, as far as possible within the Member's power.
5. Delegate tasks as required but remain responsible for all actions and decisions of delegates.
6. Act on matters as directed by the Board.
7. Carry out all duties described in the Constitution & Rules.
8. Forward reports on all matters of relevance to the RA-Aus Office in a timely manner.

## CFT

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**Extracts from the Recreational Aviation Australia Inc. Constitution and Rules**

**13. Election of Board Members.**

- i. The Board shall be elected by the membership on a one Member - one vote system.
- ii. The Members of each region with Representative(s) in:
  - a. Group A (Appendix B) shall elect their Board Representative(s) prior to the Annual General Meeting of the Association in each even numbered year. The names of the Members elected shall be forwarded to the Chief Executive Officer prior to the Annual General Meeting of that year and the results of the elections shall be announced at the beginning of that Annual General Meeting. The Members so elected shall hold office from the beginning of the Annual General Meeting at which their election is announced, until the beginning of the Annual General Meeting of the Association following the group elections pertaining to Group A.
  - b. Group B (Appendix B) shall elect their Board Representative(s) prior to the Annual General Meeting of the Association in each odd numbered year. The names of the Members elected shall be forwarded to the Chief Executive Officer prior to the Annual General Meeting of that year and the results of the elections shall be announced at the beginning of that Annual General Meeting. The Members so elected shall hold office from the beginning of the Annual General Meeting at which their election was announced, until the beginning of the Annual General Meeting of the Association following the group elections pertaining to Group B.

REGIONAL DEFINITIONS	REPRESENTATIVES
North Queensland (North of latitude 22° S)	1
South Queensland (South of latitude 22° S)	3
New South Wales including the Australian Capital Territory	3
Victoria	2
Tasmania	1
South Australia	1
Western Australia	1
Northern Territory	1

**Recreational Aviation Australia Inc.**

**BOARD ELECTIONS 2011  
NOMINATION FOR BOARD MEMBER**

**FOR ..... REGION**

**NOMINATIONS CLOSE - 4.00 PM EST Tuesday 31 May 2011**

Under the Constitution and Rules of the Association the members of each Region shall elect Board Member(s) in accordance with Rule 13

**Proposer:** I nominate ..... RA-Aus Membership No .....  
for election as Board Member representing the Region detailed above

**Proposer** ..... RA-Aus Membership No .....  
(Printed name & signature)

**Second** ..... RA-Aus Membership No .....  
(Printed name & signature)

**Candidate:** I consent to this nomination for the position of Board Member of Recreational Aviation Australia Inc.

**Candidate's Signature** ..... Date: / / 2011

**Candidate's Electoral Statement:** Please read the statement conditions in By-Law No.4

**Notes:**

**1.** In accordance with By-Law No.4 a member standing for office must state their commercial interests and involvement in the recreational aviation industry for the information of voters.

**BY-LAW NO.4: Election Statements by Candidates**

Candidates for positions as Board Members of Recreational Aviation Australia Inc. shall be entitled to submit an election statement of their own choice for insertion in "Recreational Aviation" magazine at no cost to the candidate.

The statement must be prepared in black ink on one side of one sheet, of white A4 size paper at the candidate's own cost, and shall be forwarded with the candidate's nomination paper to the Association's office prior to the nomination close at 4pm EST 31 May 2011.

The statement must include a statement of all positions of income, remuneration or honorarium in an organisation with aviation related interests. Such organisations shall include those of sole trader, partnership, unincorporated association, incorporated association or limited liability company.

After close of nominations, all statements received shall be printed in "Recreational Aviation" magazine in alphabetical order by surname in each position nominated for.



## New South Wales/ACT Recreational Aviation Australia Inc.

Due to the resignation of the current NSW/ACT Board Representative early term, there is now a requirement for a by-election to fill the vacancy and nominations are now being called.

### NOMINATION FOR BOARD MEMBER FOR NSW/ACT REGION NOMINATIONS CLOSE - 4.00 PM EST Friday 24 June 2011

**Proposer:** I nominate ..... RA-Aus Membership No .....  
for election as Board Member representing the Region detailed above

**Proposer** ..... RA-Aus Membership No .....  
(Printed name & signature)

**Second** ..... RA-Aus Membership No .....  
(Printed name & signature)

**Candidate:** I consent to this nomination for the position of Board Member of Recreational Aviation Australia Incorporated.

**Candidate's Signature** ..... Date: / / 2011

**Candidate's Electoral Statement:** Please read the statement conditions in By-Law No.4

#### Notes:

In accordance with By-Law 4 a member standing for office must state their commercial interests and involvement in the aviation industry for the information of voters.

#### BY-LAW 4: Election Statements by Candidates

Candidates for positions as Board Members of the Association shall be entitled to submit an election statement of their own choice for insertion in "Recreational Aviation" magazine at no cost to the candidate.

The statement must be prepared as equivalent size of A4 size paper and shall be forwarded by email with the candidates nomination paper to admin@raa.asn.au prior to the nomination close at 4pm EST -12 June 2011.

The statement must include a statement of all positions of income, remuneration or honorarium in an organisation with aviation related interests. Such organisations shall include those of sole trader, partnership, unincorporated association, incorporated association or limited liability company.

After close of nominations, all statements received shall be printed in "Recreational Aviation" magazine in alphabetical order by surname.

#### BOARD MEMBER DUTY STATEMENT

Notice under Rule 20 (vi) of the Recreational Aviation Australia Inc. Constitution and rules.

#### BY-LAW No 10

Represent the Members of RA-Aus as a whole and the Members of the Region specifically.

Actively promote and encourage the recreational aviation movement through liaison with government and other organisations in the Region, on behalf of RA-Aus.

Attend all Board meetings or arrange alternate delegate or proxy.

Perform all tasks and duties agreed by the Board, as far as possible within the Member's power.

Delegate tasks as required but remain responsible for all actions and decisions of delegates.

Act on matters as directed by the Board.

Carry out all duties described in the Constitution & Rules.

Forward reports on all matters of relevance to the Recreational Aviation Australia Inc. office in a timely manner.



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# Children love flying too

by Chris Thomson

TODAY was another great day in Queensland for flying. I took a picture of my daughter which really shows the joy of flying in a young face - a photo too good to not share.

One of the great pleasures my dad shared and shares with me was the joy of flying (and I enjoy sharing it with him still - we went Cardinal Flying together yesterday). I have to report it is even a greater joy to now be sharing and cultivating this passion in my own children.

As normal, they both loved it. Amelia had a total ball and I was able to get a pic which says it all. This is how you pass on a love of flying - just look at her face! Amelia is 6 years old in June and we have been Drifter flying since she was just over 2 years old - increasing the excitement slowly from the first short taxi to a circuit, now today when we go everywhere and she just does not want to land yet, daddy.

Don't you miss the wind in your hair, sun on your face, the view from an open cockpit at low level? There is no fun flying like a Drifter flying on a good day.



*Sometimes being asked to take the kids out for a drive isn't such a hardship*

**Ed - Like most of us Chris thinks it is extremely important we cultivate the love of aviation in youngsters. Showing them the joy it can bring. Seeing the joy on Amelia's face says it all.**



Got an aviation moment you've 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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