

	<p> <b>TRIKE NEWS</b>          Newsletter of the          Southern Microlight Club          September 2010  <a href="http://www.southernmicrolightclub.com.au">www.southernmicrolightclub.com.au</a> </p>
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### FUNDING NEWS

The HGFA/VHPA is seeking legal advice regarding the issues we have raised in relation to the SMC obtaining funding. It is expected that their advice will be available before the October SMC Meeting. Depending upon the outcome we may still need to seek the opinion of the Victorian Justice Department, Consumer Affairs.

### ANNUAL GENERAL MEETING

The Annual General Meeting of the SMC was held on Tuesday 10 August 2010. All positions became vacant and Mark Howard resigned as President. The outcome of the elections was as follows:

President: Ken Jelleff

Vice-President: Gary Wheeler

Secretary: Kel Glare

Treasurer: Dean Marriott

Committee Members: Steve Bell, Frank Buccheri.

At the AGM, *inter alia*, the following matters were discussed;

Clint Dickenson flagged the possibility of a flying trip to France/UK around 2012 for interested pilots. Mark Howard suggested the possibility of a Training day to be held at Tooradin, with the possible involvement of John Oliver and or Steve Ruffels.

Steve Bell requested the whereabouts of a club Bearing Tester. John Waite to arrange to forward one from Tyabb to whoever wants it.

Committee to consider appropriate ways in which the Club may offer Dave Jacka support with his upcoming "on a wing and a chair" charity fundraising trip around Australia.

Ken Jelleff is to investigate ways to instigate a group SMS system which could be used by members at short notice to alert Club members as to what flights may be happening during a period of good flying weather, in order for anyone who may be available and interested to join in as a possible method of promoting more frequent group flights.

Following a request from Ken, John Oliver spoke about the procedure necessary to gain permission to land at Point Cook to visit the Museum.

Chris Bullen then showed an American Paul Hamilton DVD on spectacular trike flights around the USA.

## **THE QUEST FOR THE WANGARATTA SAUSAGE SIZZLE**

### **Sunday 29<sup>th</sup> Aug**

After a few crappy weekends of weather, I was elated to observe something much sought after but seldom occurring. A large slow moving high pressure system promising to be centered over the whole of Victoria over a whole weekend. A groundswell of interest in flying possibilities began with Steve Bell putting out a “who is interested” email out in the middle of the week. Toward the end of the week Mitch Mitchener also alerted us to the fact that Peter Mclean had organized for a group of flyers from anywhere to join him at Wangaratta for a BBQ on the Sunday.

Good enough excuse for a nice long trip in good conditions, to catch up with some old friends.

The mission was for Steve Bell and me to fly from Latrobe Valley (LV) to Dixons Creek and pickup Reg Thaggard. Then journeying on to Donnybrook to pick up ‘Mitch’ Mitchener before turning north to Wangaratta for the BBQ and then returning to LV (preferably before last light) for an approximately 340 nm round trip.

Waking at 4:30am for a light breakfast and final pack up I was dismayed to find evidence of showers during the night, with bleak dark sky and unbroken cloud.

Out to the Hangar where Steve had camped the night. Fuel up, load aboard essential cargo such as hot thermos of tea and Anzacs. (Oh yeah, charts, GPS and EPB as well.)

Sliding open the Hangar Doors at 6:30am the bitumen was wet from the still spitting sky. Slightly broken cloud now with the ever reliable windsocks of Aust. Paper and Loy Yang Power clearly visible demonstrating a 10-15kt NW breeze. (Headwind of course.)

Separating from Terra Firma at 7:00am saw us swing from runway 21 to 300 degrees NW in the direction of Dixons Creek. Nice smooth air, as you would expect so early in the morning, as we peeled our way to the left of Tru Energy’s Yallourn Power Station.



### **Departing Latrobe and toward troublesome skies.**

Cloud base at this stage was only 2,100 ft with thickening cloud and ground fog to the west. However toward the North it looked better and a quick call to Reg in the Yarra Valley before we left confirmed fine conditions over the ranges so the question remained, would the cloud separate sufficiently for us to make our way out of the Latrobe Valley, over the low Ranges to the fine skies in the Yarra Valley. 25 minutes out saw us crossing the Blue Rock Dam at Willow Grove. Horizontal visibility was still good toward the north to Northwest but worsening to the south with thick cloud base dropping down to perhaps 1200 ft. Another 20 minutes and things were not looking promising. The Bunyip ridge, which we needed to get over in order to pop into the Yarra Valley, was immersed in sludgy looking cloud and although the temptation was to veer further north where the air was clear, it was also unlandable tiger country with the cloud base still only around 2,500 ft. The option to divert to Tooradin to wait for it to lift was closed due to the low rainclouds to the south. We were defeated and so a slow 180 degree turn saw us pass over Noojee and head back to LV after only 45 minutes. The moist air further up the Valley had worsened even more since we departed as the sun rose causing layers of cloud with gaps between and so we dropped our height to 1200 ft for our 10 mile approach where visibility was still OK.

Another mystery is how our consistent 12 kt NW headwind all the way out, after turning 180 degrees toward home, translated into a further 2kt SE headwind. Hmmm...Go figure.



**Ground mist below and 2000ft Cloudbase above passing the Narracan Hills.**

So much for High Pressure Systems providing for perfect flying conditions. Highs, of course, as we all know, promise nothing of the sort. When combined with other factors such as ground moisture from ample recent rains, and humidity, anything is possible to throw a spanner in the best laid flight plans.

Approaching Latrobe, we encountered the dulcet tones of our old friend and flying fanatic (some would say “sky-pig”), Alf Jessup doing his regular patrol of the Sale to Latrobe airspace, and so 15 minutes later we had re-inserted ourselves into the Hangar and were enjoying a hot ‘cuppa’ with Alf, while dissecting the events of the morning.

Mitch advised later in the afternoon that he and Reg finally got away from Donnybrook late in the morning, after base had lifted to an acceptable altitude, and had a lovely time at the Wangaratta BBQ and then a nice flight home in good conditions.

Maybe next time!

Ken Jelleff

**SECRETARY’S NEWS**

I should report that I enjoyed a very good and warm time with my extended family in Holloways Beach, north of Cairns, and at Woodgate Beach, between Bundaberg and Maryborough. Although I missed the AGM I hope to get a finger somewhere near the pulse of the SMC again before much more time passes.

## **COMING EVENTS**

Chris Bullen has the Producer's copy of Brian Milton's trike trip around the world which is 4 x 26 minute sessions and it is intended to show, perhaps, one session at each of the next few meetings, time permitting.

We are also trying to get the new HGFA Ops Manager along to the October Meeting.

## **NEXT MEETING**

**The next meeting is at the Manhattan Hotel, Canterbury Road, Ringwood, on Tuesday September 14 at 1900hrs for a meal and at 1930 hrs for the meeting in the Board Room.**

## **CONTRIBUTIONS**

**I welcome contributions from members. Any story or item of interest adds to the pleasure we all get from our association. Do not be shy – Nobel Prize for Literature standard is not expected.**

**Newsletter Closing times:**

***Last Tuesday of the month.***

**Advertising enquiries and any articles or items of information to:**

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