

	<p> TRIKE NEWS Newsletter of the Southern Microlight Club April 2011 www.southernmicrolightclub.com.au </p>
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FUNDING NEWS

I am preparing a claim against the VHPA for funding. The SMC is also considering taking legal proceedings as outlined in the last Newsletter to try to compel the HGFA and VHPA to rectify the existing legal anomalies being ignored.

TOORADIN FLIGHT 27TH MARCH

From: Ken Jelleff

An email from Ian Rees advising of his intention to take advantage of some rare, stable weekend weather to fly his Trike from Coldstream to Latrobe Valley, culminated in another trip to Tooradin to feast from their ample breakfast menu.

It seemed a nifty idea to fly to Tooradin, eat, and then cut across toward Noojee to intersect Ian's flightpath in order to escort him back to the Valley.

Dark and overcast conditions prevailed on arrival at the Hangar around 0700hrs. However as the sky lightened, it became obvious the ceiling would be high enough for us to get away.

Steve Bell had got the word out and as a result Alf Jessup and Mick Ludbey from West Sale decided to join in and so, with Steve (Frank Kokshorn navigating from his back seat), John Brent in his newly acquired STK3 XT 912 and Pauline and myself, we ascended into the grey skies around 0730hrs.

The trip was its usual scenic splendour with the brimming dams and greenness of the paddocks around the West Gippsland Area a stark contrast to the dry countryside usually encountered at this time of year.

Despite a 5kt headwind we turned final at Tooradin in less than an hour and had soon ordered coffee and perused the menu inside an as yet unoccupied restaurant.

Time seemed to slip by very quickly with the good company and conversation and by 1030hrs, with no contact from Ian, we decided to head off. While getting underway we were entertained by the antics of a Thruster student under instruction whom at one stage came over very quickly to say hello after a sideways landing causing us a brief surge of adrenalin, and no doubt extreme

pucker stress to him. The Sale boys then elected to take the scenic route south to Leongatha and Yarram. Steve, Pauline and I again took the straight line back to LV base passing over the busy Lardner Park Farmworld field days, South of Warragul, with many hundreds of cars filling the nearby fields.

On arrival back at base, upon checking phone messages, we discovered Ian had departed Coldstream and was 20 minutes or so off, time for a 'cuppa', and sure enough, shortly after, the drone of the 2 stroke was heard overhead. A delighted Ian touched down, and with a big grin related how enjoyable it had been to pass over new territory for the first time, with its green lushness as opposed to the dry brown flatlands to the north with which he was far more familiar.

Another great outing to a great location with those culinary facilities beside the taxiway.

All is pretty much in readiness for our gathering on 9th and 10th April. Looking forward to similar flights with Club members.





Enjoying the low cloud layers



Trikes parked at Tooradin Airport



Well earned morning feast



Ian arriving from Coldstream



Heather relaxing in Hangar with 'the boys'



Lardner Park Farmworld site

A short video clip relating to this adventure can be found at <http://vimeo.com/21693144>

REMINDER

Members travelling to Latrobe Valley for the Club gathering on 9th & 10th April who wish to participate in the Saturday evening dinner, and the Sunday BBQ, please register your interest with Ken via either email kenj@jelfor.com.au or text or phone 0412512457 for catering purposes by Tuesday 5th April. Thank you.

Please see Newsletter attachments.

NOTICE

I am pleased to report that Mark Howard who ended up at Flowerdale after our “Western Wander” missing a bag containing a variety of tools and a trike cover has been reunited with his gear which was left at Ouyen. Our thanks to the Imperial Hotel staff for their assistance.

PILOT INFORMATION NIGHT

A number of Club members attended the Pilot Information Night held by Airservices Australia on 9 March and saw first-hand the air traffic control traffic management system, received presentations on critical safety issues including Runway Incursions and Violations of Controlled Airspace (VCA) and had discussions with air traffic controllers on operational and safety-related issues to enhance pilot understanding.

We also visited the ATC Operations Room and Air Traffic Control simulator which was very interesting.

Our collective thanks to Vicki for her hospitality

SMC AT THE AUSTRALIAN INTERNATIONAL AIRSHOW

From: Ken Jelleff

The Southern Microlight Club was pleased to be a part of the HFCA stand at the recent Australian International Airshow, held at Avalon Airport, 48kms west of Melbourne.

Two Trike Pilots Max Glynn and Chris Bullen arrived early on the Thursday to set up the various video and board displays and to strategically position Max's XT912 so as to attract maximum exposure from the hundreds of thousands of spectators who would be wandering past.

Max and Chris were well organized with their camp trailer positioned at the nearby Lara Recreation Reserve, along with a multitude of other officials and participants connected with the Airshow.

As the official public opening time arrived at lunchtime on the Friday, other HFCA personnel had also arrived and readied themselves for what was to be a hectic but enjoyable 3 days.

Rob van der Klooster erected his Fun 190 Hang Glider simulator providing the opportunity for hundreds of eager participants to climb into an apron harness and hang beneath the wing, testing the various control inputs. Many dozens of browsers sat in the trike, and took the various Flying School Brochures home with them and our reps were kept busy explaining the joys, and the technical aspects, of Microlight Flying.

I joined the team on the Saturday morning after a slow road trip into Avalon and marveled at the scale of the logistics involving parking hundreds of thousands of cars in a paddock and herding people toward the correct entry point. Fortunately the weather gods were kind, and, even while queuing for coffee or a bite to eat, there was constant entertainment in the form of the Fighter jets doing their thundering low level passes and in excess of 500kts, followed by the old warbirds, stunt pilots, and fly bys by beautifully restored Passenger carriers of bygone eras. It was a privilege to be a part of such an illustrious aviation community on display and I felt well worth the efforts involved. Many thanks to Max and Chris for giving up 4 days of their time to represent our Club, and to Max for making his magnificent XT912 available (complete with Streak 3 wing) and for putting the SMC and its activities out there for the public to see and appreciate.

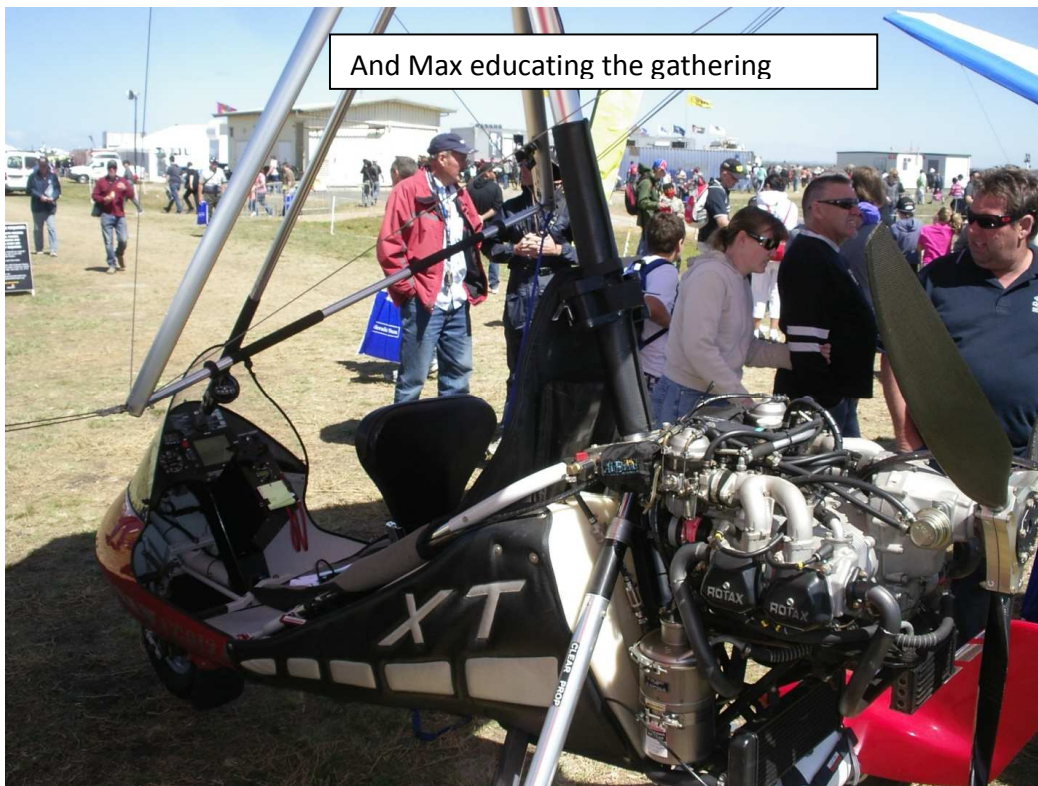


Lineup to check out the US Airforce Transport





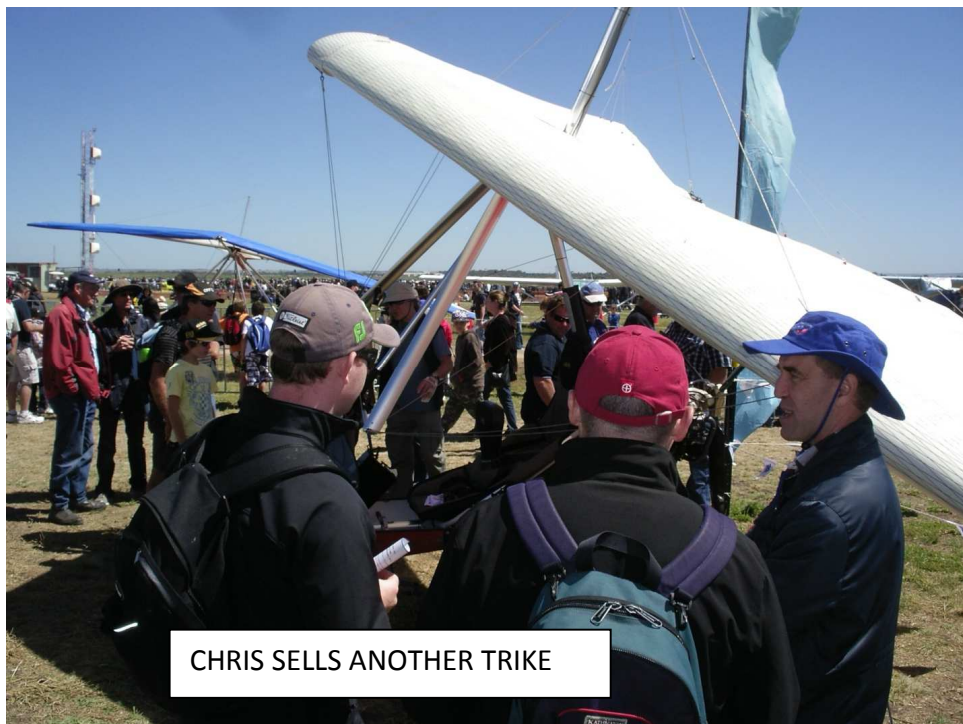
Max (in red jacket) hard at work answering questions



And Max educating the gathering



CHRIS BULLEN (on left) TAKES
TIME OUT TO SAY HELLO TO CFI
REG THAGGARD.



CHRIS SELLS ANOTHER TRIKE

WYOMING WIND SOCK



And we thought we had problems!

FOR SALE - FROM JOHN OLIVER

Note: Some items may have already been sold.

912 SST (topless) Tundra - This is Airborne's first SST. It is the one on their website & sold to me with 100 hrs and a new yellow/black wing. It now has 140hrs on it (wing only 40hrs) \$60000.

582 X outback/classic - This one is a bit rough. Base was an outback and converted to a classic with side skirts, pod & spats. Its oil injected, 320hrs base with a 150hr Wizard 1 wing. \$14000.

Wizard 2 sail only 15hrs in perfect condition - best offer.

Wizard 1 sail - red/black - best offer.

Flying suits Black with silver sections. Inside is lined and warm. They are less bulky than freezer suits. Small to XXXL - \$250.

Coming Soon:

Training Manuals. You can see a sample on my website www.oliar.com. I should have them printed soon.

Single seat trikes. Yet another long term project. I have two versions semi-completed.

Part 103. Hopefully there will be a change in the 70kg ruling and we will get the higher UK or USA weight ruling.

LSA. I still have to get compliance done, which is a huge job, but the engine options will be either a 45hp two stroke, or a 65hp four stroke, plenty for powering any of the LSAed trike wings from Airborne, P&M and Aeros.

Single seat Gyro. Richard Myrtle is well on the way to completing these. I will keep you all informed.

John Oliver

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SPEAKER

Chris Bullen will be our speaker at the next meeting. Chris has many interesting and important things to tell us and will be well worth listening to. Please bring your VNCs and VTCs.

NEXT MEETING

The next meeting is at the Manhattan Hotel, Canterbury Road, Ringwood, on Tuesday, March 8 at 1900hrs.

CONTRIBUTIONS

I welcome contributions from members and thank those who do contribute. 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:

Kel Glare: 03 9439 5920

0421 060 706, or, preferably, kalkat@optusnet.com.au