

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

I have received the following email relating to this issue:

“Hello Kel

It is my intention to scan and distribute your letter to the committee for discussion. Whilst I tabled the letter at the last VHPA meeting, I have since moved house and have misplaced a file.

Would you be kind enough to email me a copy. I apologize for the inconvenience.

Sincerely

Nick Abicare / Secretary - Victorian Hang Gliding and Paragliding Association”

I have forwarded Nick a copy of our claim.

INTERESTING

<http://www.npr.org/2011/05/26/136644297/in-risky-twist-using-ultralight-planes-to-drop-drugs>

<http://www.sleepingdogtv.com/>

NOTICE

If you have more than one email address please notify me of your preferred option for receipt of this newsletter. If you know of someone not on the list of recipients who should be, please also let me know.

Thanks,

Kel.

NATFLY 2011

APRIL 21-24

From: Max Glynn

What a sight to behold. The sun, a blaze of colour, rising above the green pine clad mountains. The township of Porepunkah was still asleep, except for a lone cyclist. With lights flashing, he was making his way over the Ovens river bridge. A few wisps of white fog in the Buckland Valley, but otherwise the air was clear. And there in the background was Mount Buffalo, like a giant watchdog, watching over the mountain ranges, as the cattle in the valley began to stir and the birds began to tweet.

First things first. Hanger doors opened, then boil the water for coffee. Having set out early from Melbourne this morning, a caffeine shot is the order of the day. Next, move aircraft; mine is half way towards the back. Steve Ruffles has cleverly marked the floor with yellow paint, each parking slot accurately shown, so getting all the aircraft back inside is now a breeze. Now fill the back seat of the microlight with a spare fuel can, sleeping bag, tent and overnight bag. Fueled up, with pre-flight checks done, and its time to depart for Yarrawonga. The "Man Upstairs" has provided perfect flying weather. Clear Skies. not a breath of wind, and the ground air temperature is heading into double figures. This is going to be an enjoyable flight.

And enjoyable it was. The countryside around Myrtleford looked splendid, with row upon row of pine trees marching up and down the mountains. And green pastures dotted with numerous dams and creeks, all overflowing and glistening in the early morning sunshine. Transiting Wangaratta, a listening watch revealed a couple of aircraft inbound from the north. Otherwise all was quiet. Soon afterwards Peechelba appeared on the horizon and after that in the far distance, Lake Mulwala. Some aircraft had recently departed for a fly in breakfast at Shepparton, while others were out doing training circuits. A 10 mile inbound call and once safely on the ground at Yarrawonga it was soon a time of enjoying a coffee in Hangar nineteen, compliments of Anne Mclean.

Sunday afternoon was set aside for fitting a travel bag to the XT912. Dianne of Punkin Head Air Sports has done a magnificent job of designing and making such travel bags. A great way to carry camping gear. The remainder of the day was spent enjoying camaraderie among students and pilots gathered at Yarrawonga Flight Training Center. Such is the great culture among pilots that Peter McLean happily provided a vehicle for transport into town and back for my overnight stay. Much appreciated!

Departure for Temora was at 0730 hours into clear skies and nil wind. Once beyond the lake and established on track at 3500 ft, it was simply a matter of sitting back and taking in the unfolding view. Before long the towns of Coreen and Daysdale slipped past and then the larger

town of Lockhart. The wind began to pick up. Descending down to 1500 ft resulted in 20kts on the nose, so it was back up to a higher altitude again. Not long after the Murrumbidgee river could be seen, snaking its way across the rolling plains and soon after that, Coolamon as the terrain ascended to 1200 ft at Murrumbidgee Hill. Then an inbound call, a 500 ft circuit over the township, and a nice landing on RWY 18. Found taxiway ' C ' and soon was parked in the underwing camping area to be greeted by Quincy, the head marshal. It was still three days before Natfly and so traffic was minimal. No, I wasn't the first to arrive for the event; Rob in his autogyro had flown down from Roma in Queensland, having visited friends and family in Victoria, and now was heading home via the national fly-in .

Temora is a town of 4500 people situated in the wheat district of the Riverina. It is 440km South West of Sydney and was established after the 1880 gold rush, when the famous Shipton gold nugget was discovered. The nugget weighed 7.3 kg. and when gold ran out at Temora, the people turned to wheat.

In May 1941 the No. 10 Elementary Flying Training School (EFTS) was formed at Temora, nine years before Sir Charles Kingsford Smith had landed his Southern Cross aircraft there. The reason Temora was chosen for pilot training was because it was comparatively free of fog and the existing airfield was in fairly flat country. Two months after opening, the training school had 34 Tiger moths while a month later the number had almost tripled.

Come December 1941, and the Australian Prime Minister John Curtin made the historic announcement declaring war between Australia and Japan. All leave was cancelled at No. 10 EFTS. Soon the numbers of officers, airmen, and trainees began to increase rapidly. The number ten training school played a strategic part in preparing pilots for the Second World War. Temora graduates flew in every theatre of the war. When the Flying Training School finally closed in 1945, over two thousand five hundred pilots had completed their training at No. 10. Virtually all training had been done in Tiger moths.

The de Havilland Moth made its initial flight in February 1925 from an airfield near London. Geoff de Havilland had a philosophy similar to Henry Ford. His ambition was to produce an aeroplane which was cheap, easy to fly and reliable. Another feature of his early plane was its ability for its wings to fold back, making hangaring easier. Due to its wood and fabric construction storage out of the weather was essential. Another advantage of fold back wings was that it could be towed along a road, should the need arise.

Early de Havilland DH 60 series planes had 60 hp engines. Later, 85 HP Gipsy engines were fitted. Still later they had 120hp inverted engines. In 1931 came major changes, wings were swept back and staggered, giving improved handling and easier access to the front cockpit. These aircraft were designated DH82. They became known as the Tigermoth. Because of the staggered wings it became necessary to scrap the folding wing concept.

Production of Tiger Moths in Australia began in 1941 and over one thousand were made. The power plants were manufactured by General Motors and the airframes by de Havilland Aircraft P/L at Mascot, NSW. The RAAF identification of the locally produced DH82As was 17-followed by the serial number. These aircraft had a cruising speed of 78 knots, a climb rate of 635 feet/per minute and a fuel burn of 24 lts/hr at 2100 rpm. Gross weight was 828Kg. Sure makes an interesting comparison to a two seat microlight.

While tying my aircraft down and setting up the tent, Keith and Michelle (Airpark residents), came over with an invitation to morning tea. Good old country hospitality. Was fortunate to get my hands on a bottle of Keith's extra virgin olive oil. When he is not resident in Temora, he is tending his olive grove in Southern Tasmania. Soon afterwards, two of their friends, George and Laurie, touched down, having flown in from Tassie. Throughout the day, planes kept arriving.

Thursday the forums began. There was something for everyone. From owner/builder maintenance courses to understanding search & rescue. From getting the best from your engine, to aircraft noise and headsets. From advancements at Jabiru, to flying microlights - issues and actions by Peter Mclean. From new features and handy tips from Air Services, to hangar buildings, and SAAA aircraft builder assistance. The ladies were catered for by wine and cheese tasting, jazz in the gardens, shopping excursions and much more. Three and a half days of non-stop activities.

The forums were run simultaneously and every hour on the hour. During the daily two hour lunch break there were aerobatic and gyrocopter displays. This year the auto gyros attracted much attention and Frank Buccheri and co-pilot flew in from Mangalore in Kruza G:762, very impressive.

One of the non-aviation attractions at Natfly was the gathering of the Flexible Clipper Club of Australia. The purpose of the club is to preserve and operate commercial highway coaches and buses, and ex-Ansett Pioneer vehicles in particular. Sir Reg Ansett imported the first Ansair Clipper bus from America in 1947 and thereafter had more than 100 built in Australia under licence. One of the first drivers was Ken Turnbull, and with his wife Joan, they today operate a beautifully restored vehicle out of Mt Gambier. A total of eleven such buses were gathered at the airpark and generated much interest. Club members attended from all over Australia.

On midday Sunday someone announced that Ken's bus was going into town. Eight or ten aviators piled in and once on the road we found the bus was headed for a tour of the Licorice factory. We all thought this was just on the outskirts of Temora. Little did we know it was at Junee, more than an hour away. Once on route, we just sat back and took in the countryside. The Ansair buses were well ahead of their time. The seating was aircraft style and fully reclining, while the engine was in the rear behind a luggage firewall. Very comfortable and super quiet.

On arrival at Junee we found all the other clipper buses had come to town. Indeed this had been a pre-arranged bus-a-thon. The procession of vehicles through the streets brought all the locals

out for a look. Unfortunately the factory was shut down over Easter, but as most pilots had missed lunch, we settled for Devonshire tea in the factories tourist cafe. Later people wandered around the factory complex, which previously had been a flour mill, and then bought licorice. Great way to spend a Sunday afternoon.

The rural museum on the eastern edge of Temora is a "must see" complex for any tourist passing through. They have combined the information centre with the museum, resulting in a fascinating place. It is a fully working museum and once a year in March they start up the tractors, fire engines and equipment. Imagine the noise! I remember my uncle's wheat farm in the Wimmera district of Victoria. As a small boy watching him pumping the 'kero' blow lamp until it was white hot, then hooking it to the front of the tractor to heat the glow plug. Then hand cranking the flywheel of his single cylinder bulldog tractor. When it fired up the whole shed shook. And now here were two LANZ Bulldogs in the museum. Amazing.

Wednesday after Natfly and the wind on the ground had finally subsided. Off came the wing and base covers. Dismantle the tent. Roll up the sleeping bag. Pack the overnight bag and then secure the gear onto the trike. Farewell the remaining bus drivers for a departure at 0700 hours into a cold crisp morning. How good it was to now have a 13 knot tail wind at cruising altitude. Soon the farmland was passing beneath as the XT tracked for Corowa. Here and there a tractor could be seen pulling massive implements. Were they already preparing the ground for next season's crop? Up ahead on the right hand side was the town of Coolamon with its grain storages. Some in vertical concrete silos, some in gable roof shaped stacks on the ground. These were overlaid with blue waterproof covers, typical around this area. Further down the track the wind changed again, until coming into Corowa it was on the nose. The current NOTAM advised RWY14/32 unavailable, so I put down on runway 05. The only traffic at this time of the morning was a Jabiru which 10 minutes previously had departed for Yarrawonga.

The airport was deserted except for a council worker inspecting trees in the car park for white ants. Seems they had been found in the airport building and council was concerned they would spread. After a comfort station break it was off on the final leg to Porepunkah. As the foothills rose up, Beechworth appeared on the left and soon the familiar pine trees on the mountains surrounding Mytleford. Happy to be over home turf again.

Landing at YPOK, I was greeted by many gliders at the South end of the strip. The Geelong Gliding Clubs Easter meeting had been extended to the end of the following week.

So ended the trip to Natfly 2011. What a fantastic experience.

[See numbered list of photographs below the pictures for identification of content.]



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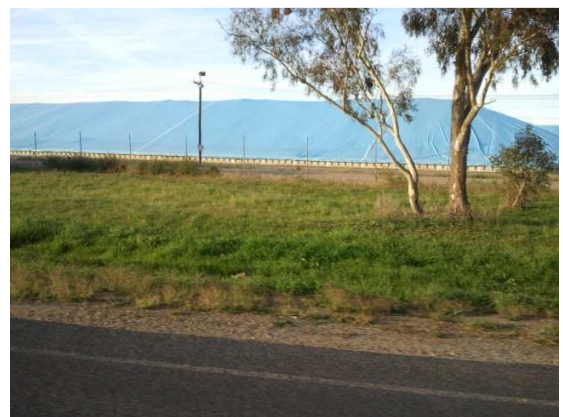
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Pictures as Numbered:

1. Pine clad hills around Myrtleford.
2. Lockhart – Named after a NSW Commissioner of Crown Lands.
3. Murrumbidgee River,
4. Under Wing Camping.
5. George and Laurie from Tasmania.
6. Information packed Forums.
7. Two Corby Starlets.
8. Ansair Clipper Buses.
9. Frank Buccheri's latest means of transport.
10. Gabled roofed stacks of grain.
11. The converted Flour Mill.
12. Rural Museum, Temora.
13. Coolamon's grain storages.
14. Temora Air Park.
15. Close up view of Roger's Reflex 12 wing.
16. Roger's trike.
17. Roger's trike again.

Editor's Note: What a great, descriptive article – Thanks Max.

FROM KEL GLARE

Compass Deviation

The phenomenon of magnetism is well known. Suffice to say the magnetic polarity of the Earth is unstable and it is believed that the Earth magnetic field has reversed polarity some 25 times in the last 5 million years. At present the positive pole is north. The North Pole moves constantly an average of 15km a year.

When a magnetized needle is suspended on a pivot, the North Magnetic Pole attracts one end of the needle while the other end is attracted to the South Magnetic Pole. A magnetic compass is an instrument that measures the direction relative to the Magnetic North Pole and as the magnetic and as the geographic north poles are not co-located a correction must be made to compensate for this discrepancy.

The angle between the north geographic (true) and the north magnetic poles in a given location is called variation.

An Aeronautical Magnetic Compass is usually graduated each five degrees and the zero on the end of each figure is omitted. The glass face of the compass is marked with a lubber, or reference line. Digital compasses do not have a lubber line but present the heading as a three-figure read out. More sophisticated compasses have two adjustable compensating magnets to correct the magnetic influence of the aircraft and its electronic equipment.

The difference between the locations of magnetic and true north must be corrected according to the variation at a given location. If the variation is easterly the degrees of variation are subtracted from the true heading to obtain a Magnetic Course or Track.

REMEMBER: WEST - BEST (+) EAST - LEAST(-)

One should also prepare a deviation correction card.

When turning in southerly direction in a three axis aircraft the forces are such that the compass float assembly lags rather than leads. The result is a false southerly turn indication. The compass card, or float assembly, should be allowed to pass the desired heading prior to stopping the turn. Because a microlight trike is a weightshift aircraft pivoting on a single point this effect should be very limited.

The surroundings of a compass can lead to what is termed "Compass Deviation". Deviation can be affected with each change in the aircraft's direction. When an aircraft is checked for deviation it must be checked on all headings since deviation varies according to the course being steered. The operator will swing the aircraft with the compass in its usual place through the major compass points and determine the deviation on each point. The operator will then list the deviation error on each heading on a deviation card. By referring to this card, one can determine the deviation error on whatever course is being planned.

Compass error is determined by adding or subtracting the magnetic variation to the deviation as follows: Like names add: unlike names subtract: Thus: Variation 12°E Deviation 4°W = Compass Error 8°E. Variation 12°E Deviation 4°E = Compass Error 16°E.

Remember: Error east, compass least; Error west, compass best.

A procedure known as swinging the compass should be adopted. The steps to be followed are:-

- (1) Locate two objects in line and determine their true bearing on a chart. This then gives us known and fixed bearings to start with.
- (2) Exactly align these two points. Swing the aircraft's nose until it is pointing due north.
- (3) Read off the transit bearing on the compass and apply the variation.
- (4) The difference between this result and the true transit bearing is the deviation on this heading. If the true bearing is greater, the deviation is named east; if it is less, the deviation is west.
- (5) Repeat the procedure taking transit bearings on each of the eight cardinal points, i.e. every 45 degrees.
- (6) From the results, make up a deviation card.

Keep this deviation card handy when flying cross country and do not rely solely on your GPS.

BRITISH PARAPLEGIC PILOT

Forwarded on by Ken Jelleff

On April the 28th at 11am 2011 British paraplegic pilot Dave Sykes set off on an epic solo, record breaking microlight journey from York, England to Sydney, Australia to celebrate 80 years since Amy Johnson became the first woman to fly solo to Australia.

This challenging feat of aviation will see Dave Sykes pass through 18 different countries, and fly over 11,600 Nautical Miles. Flying over incredibly hostile terrain along with long sea crossings and deserts, while also encountering testing meteorological conditions on the way.

As well as having to struggle with the day to day aspects that being in a wheelchair brings along, Dave Sykes would be the first paraplegic to fly from York to Sydney in a microlight ever.

This trip is also being flown to raise money for the charity Yorkshire Air Ambulance.

Continue reading on to find out how you can be a part of this amazing adventure and how your company can benefit from this challenge.

It is anticipated that the flight will take six to eight weeks and route through the following countries:

England -- France -- Italy -- Greece -- Egypt -- Saudi Arabia -- Qatar -- Dubai -- Oman -- Pakistan India -- Bangladesh -- Myanmar (Burma) -- Thailand -- Malaysia -- Singapore -- Indonesia -- Australia

To see the route on a map, please see

http://www.soloflightglobal.com/index.php?option=com_content&view=article&id=46&Itemid=53

There are opportunities for businesses to sponsor the whole flight or parts that they feel are relative to their businesses. For more information, please contact us.

http://www.soloflightglobal.com/index.php?option=com_content&view=article&id=52&Itemid=59

Dave is currently in Doha (OTBD) and can be tracked on

<http://share.findmespot.com/shared/faces/viewspots.jsp?glId=06mEvoaRQpSkLGcIAKnq9WsAs8oR5030m>

You can also follow his trip on <http://www.microlightforum.com/showthread.php?4391-Rufforth-to-Sydney-Australia>

It would be good if you could join our UK Microlight forum
<http://www.microlightforum.com> Feel free to name me as your referrer: P Kelsey.

We are hoping that we can drum up some support for him from OZ and ideally some Media attention.

SOLAR-ENERGY PLANE MAKES FIRST INTERNATIONAL FLIGHT

Solar-powered airplane, the Solar Impulse, landed at Brussels Airport, in Zaventem, on May 13, 2011.

The plane, operating fully on solar energy, completed its first international flight, which departed at 6 am from the Payerne airfield in Switzerland.

The Solar Impulse project began in 2003 with a 10-year budget of €90m (\$128m) and has involved engineers from Swiss lift maker Schindler and research aid from Belgian chemicals group Solvay.

The plane, which requires 12,000 solar cells, embarked on its first flight in April 2010 and three months later completed a 26-hour flight, a record flying time for a solar powered aircraft.

With an average flying speed of 70 km/h (44 mph), Solar Impulse is not an immediate threat to commercial jets, which can easily cruise at more than 10 times the speed.

A larger prototype is scheduled to fly around the world in 2013.

FROM JON NEWELL

Hi guys - there are 3 Revos at Latrobe Valley airfield.

Basically these trikes are optioned very similarly.

Two have the instructor package and engine cover and landing lights. Otherwise the same except the yellow Revo has the Competition wing (10.9 sq. m) and the other two have the Sports wing (12.5 m sq.).

The Revo in Bunbury WA looks very similar to the yellow Revo here but has blue instead of black on the wing. It has the Sports wing.

By Thursday, 2 June, the certification process will be done and you are all welcome to come and fly the Yellow Revo - all the best - Jon.

Multiple pictures of the three Revo Trikes follow:





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.oliair.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

0428303484

johno@oliair.com

NEXT MEETING

The next meeting is at the Manhattan Hotel, Canterbury Road, Ringwood, on Tuesday, June 14 at 1930hrs after a meal for those who wish to enjoy pleasant dining with fellow pilots at 1900hrs.

Please note I will be absent from this meeting and extend my apology – KG.

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:

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O421 060 706, or, preferably, kalkat@optusnet.com.au