



TRIKE NEWS: Newsletter of the Southern Microlight Club - March 2012
www.southernmicrolightclub.com.au

Late circulation of this Newsletter due to me having a bad dose of distemper. I am now on the mend.

[LOCKSLEY GATHERING](#)

The Locksley Gathering was held on Saturday 11 and Sunday 12 February. The following account is courtesy of Ken Jelleff.

SOUTHERN MICROLIGHT CLUB

LOCKSLEY SOCIAL FLY-IN/DRIVE-IN WEEKEND

11 & 12 FEB 2012

With the weekend fast approaching the obligatory visit to the BOM website revealed exactly what no-one wanted to hear. Rotten weather coming for the next 3 days. Well, what the heck. We had been talking about Locksley for long enough now and I for one was heading up there rain hail or snow.

The desired early Friday afternoon departure didn't happen, and so at 8pm I found myself cruising up the Hume Freeway north of Melbourne with Trike in the back of the ute and Jayco trailing reliably behind, heading toward a formidable wall of black cloud some 10 miles in the distance. Was this the beginning of the weekend pattern I asked myself?

Fifteen minutes later, approaching Seymour, the sky darkened ominously as the torrential downpour began, punctuated by vivid flashes of spectacular fork lightning. Five minutes later the sky cleared and the moon appeared beaming its silvery sheen upon the Locksley airfield upon arrival there at 9:30pm.

The next morning with sun shining and no clouds, I setup in the company of Mitch and Ray, who arrived on the Friday with Tony Batson, and stalwart Max Glynn who'd been buzzing around since the Thursday.

Almost on cue, with Trike ready to go around 10am, Frank and Dean arrived from Melbourne and needed little persuasion to jump into the back seats of Max and myself for a trip down to Mansfield where Russell Purdy was waiting for us. The flight over the Dry undulating Central Victorian hills was slightly bumpy, compliments of the 10kt southerly flowing over them, but an increase of another 1000 feet found a smooth layer of air. Approaching the half way mark at the privately owned Merton airstrip, Russell joined us as we approached the start of the Lake Eildon district with the lake brimming with water in its outer branches which had been dry for the previous 10 years during the drought.

Touchdown at Walsh's Mansfield Airstrip was an easy one. This well maintained strip is home to the DSE fire Choppers, on standby in the event of a bushfire outbreak. We parked up and enjoyed a stretch with Russell and Strip owners Phyllis and Mick. We declined Russell's kind invitation to be ferried into town 1km away for a coffee, as the forecast was still saying thunderstorms building in the early afternoon.

The trip back to Locksley was uneventful, punctuated by a touch and go as we passed Merton. Arriving back at Locksley an hour later, we had the opportunity to better survey the airstrip. The surrounds are very dry, as you'd expect for the middle of summer, however the strip is well grassed and maintained and very, very long. There is an amenities block for Male and Female, and a lounge with tables, chairs, kitchen sink and bench with basic cutlery and crockery. A few Hangars are scattered across the site, but no activity while we were there.

It was good to see Mark Howard arrive by road. Mark elected not to fly over from Porepunkah due to the threat of thunderstorms, the same conditions which put off a number of other club members, however, these conditions failed to materialize. Chris Bullen also arrived from Croydon with camping gear loaded up.

We feasted on sausages and salad, prepared on the on-site BBQ, and then some decided to enjoy a well earned afternoon nap, while others decided to fly off to explorer the nearby Warring Field Strip and the vast expanse of the Waranga Basin some 10nm to the North.

Upon return to base it was decided due to low Numbers we would skip the planned BBQ and drive 15mins up to Euroa to search for one of those legendary country counter teas. We were not disappointed, and took full advantage of the menu on offer at one of the local pubs, enjoying the fresh air of the beer garden.

After a fitful night's sleep compliments of the clear Locksley prairie air, we awoke to clear skies, and wasted no time in getting organized for a flight south. Members from Flowerdale and Murrindindi were flying up in a gaggle, so we decided we might head down that way to

greet them halfway, but got sidetracked by the prospect of taking in the magnificent spectacle of the “Cathedral Mountain” situated beside the Maroondah Highway at Taggerty.

An hour later we were doing just that. I had driven past the Cathedral dozens of times over the years and admired its rugged countenance; however to cruise back and forth close to the razor sharp rocky ridge that forms its apex was quite awe inspiring. Chatting to the Flowerdale crew on chat channel revealed that we had better not dawdle; however, Mitch and Tony were lured over to nearby Eildon for a look at the boating activity, of which there was plenty. We were now viewing Eildon from the opposite side that we had admired it from yesterday on the trip to Mansfield, and it was great to observe that the weir was absolutely brimming full of water. The decision to drop in at the Merton airstrip on the way back to base was one which caused the only hiccup of the weekend. Jim and Susan Sayers, the owners, made their facility available for us to drop in for a stretch, however Max unfortunately located one of the two holes either end of a drainage culvert while taxiing, which caused a slight modification to the angle of his Trike’s front forks.

Choosing to leave his trike at Merton for the pickup later, Max hitched a ride back to Locksley in the back with Tony, (Tony’s first official pax since obtaining his endorsement, unknown to Max). Arriving back at base the Flowerdale/Murrindindi crew were already enjoying a cuppa and the spectacle of Peter Holloway Aero towing members of the MHGC into the thermic blue yonder.

Neville and Steve had arrived by road to complete what eventuated into a well attended event with a total of 21 members and 11 Microlights participating and visiting. The threat of building storms again cut the visit short with the guys (and gals) electing to depart south again and not risk flying beneath any towering billowing cumulus. Subsequent to the mass departure, those remaining thoroughly enjoyed yet another sumptuous feast of BBQ’d fare, after which the pack up began, and was completed just before the drizzle began. A great weekend of flying and fellowship enjoyed by all who participated.





TONY BATSON WARMING



FRANK BUCCERI ENTERTAINS
MANSFIELD STRIP OWNERS MICK
AND PHYLLIS



RUSSELL PURDY, MAX GLYNN, FRANK BUCCHERI, KEL MITCHNER,
DEAN MARRIOTT, TONY BATSON AND PAX RAY ENJOY THE
SURROUNDS AT MANSFIELD.



LOCKSLEY AIRFIELD



THE CATHEDRAL



EILDON TOWNSHIP AND LAKE



BACK: MAX, GARY, RAY, NEVILLE, MITCH, STEVE, TONY, DAVID, JO,
TREVOR, BRETT, MURRAY.

INTERESTING

This is a story I have not heard before, and think will be interesting to all who have an interest in WWII or in airplanes/flying.

Origin of the checklist.

On October 30, 1935, at Wright Air Field in Dayton, Ohio, the U.S. Army Air Corps held a flight competition for airplane manufacturers vying to build its next-generation long-range bomber. It wasn't supposed to be much of a competition. In early evaluations, the Boeing Corporation's gleaming aluminium-alloy Model 299 had trounced the designs of Martin and Douglas. Boeing's plane could carry five times as many bombs as the Army had requested; it could fly faster than previous bombers, and almost twice as far.

A Seattle newspaperman who had glimpsed the plane called it the "flying fortress," and the name stuck. The flight "competition," according to the military historian Phillip Meilinger, was regarded as a mere formality. The Army planned to order at least sixty-five of the aircraft.



A small crowd of Army brass and manufacturing executives watched as the Model 299 test plane taxied onto the runway. It was sleek and impressive, with a one-hundred-and-three-foot wingspan and four engines jutting out from the wings, rather than the usual two. The plane roared down the tarmac, lifted off smoothly and climbed sharply to three hundred feet. Then it stalled, turned on one wing and crashed in a fiery explosion. Two of the five crew members died, including the pilot, Major Ployer P. Hill (thus Hill AFB, Ogden, UT).



An investigation revealed that nothing mechanical had gone wrong. The crash had been due to "pilot error," the report said. Substantially more complex than previous aircraft, the new plane required the pilot to attend to the four engines, a retractable landing gear, new wing flaps, electric trim tabs that needed adjustment to maintain control at different airspeeds, and constant-speed propellers whose pitch had to be regulated with hydraulic controls, among other features.

While doing all this, Hill had forgotten to release a new locking mechanism on the elevator and rudder controls. The Boeing model was deemed, as a newspaper put it, "too much airplane for one man to fly." The Army Air Corps declared Douglas 's smaller design the winner. Boeing nearly went bankrupt.

Still, the Army purchased a few aircraft from Boeing as test planes, and some insiders remained convinced that the aircraft was flyable. So a group of test pilots got together and considered what to do.

They could have required Model 299 pilots to undergo more training. But it was hard to imagine having more experience and expertise than Major Hill, who had been the U.S. Army Air Corps' Chief of Flight Testing. Instead, they came up with an ingeniously simple approach: they created a pilot's checklist, with step-by-step checks for takeoff, flight, landing, and taxiing. Its mere existence indicated how far aeronautics had advanced.



In the early years of flight, getting an aircraft into the air might have been nerve-racking, but it was hardly complex. Using a checklist for takeoff would no more have occurred to a pilot than to a driver backing a car out of the garage... But this new plane was too complicated to be left to the memory of any pilot, however expert.

With the checklist in hand, the pilots went on to fly the Model 299 a total of 18 million miles without one accident. The Army ultimately ordered almost thirteen thousand of the aircraft, which it dubbed the B-17. And, because flying the behemoth was now possible, the Army gained a decisive air advantage in the Second World War which enabled its devastating bombing campaign across Nazi Germany.



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Boeing B-17G

Just a little aviation trivia for you.

ON THE SUBJECT OF BOEING, THIS IS SOME BOEING FILM FROM THE 747 CERTIFICATION TEST FLIGHTS

Watch this clip at the link below and see how a brand new \$305 million dollar (£203 million) airplane weighing 435 tons (nearly a million pounds) carrying 64 thousand gallons (242.500 litres) of jet fuel attempts an RTO (rejected takeoff).

Just to make it interesting (and for test results) the brakes fitted are down to the wear marks (rivets) meaning they are worn out.

Full brakes are applied when the aircraft reaches **200 miles an hour** and **NO** engine thrust reversers are used.

The builders (Boeing), test engineers and designers then watch to see if, when and where the airplane will stop.... and so can you.

http://www.boeing.com/Features/2011/05/bca_747-8_RTO_05_04_11.html

MORE INTERESTING SITES

http://www.youtube.com/watch_popup?v=zYPag3LuKlA

Subject: The speed of sound ~

<http://www.youtube.com/embed/gWGLAAYdbbc>

Yep !

Heroism at its best!

Click [The Flight of Old 666](#)

Martin Jet Pack

<http://martinjetpack.com/video-gallery.aspx>

<http://www.youtube.com/v/RU1oB8sGyYM>

ABOUT MEETINGS - FROM CHRIS BULLEN

Southern Microlight Club meetings

Jan = no meeting as usual.

14 Feb - John Olliff from the hgfa.

13 Mar - Ken Jelleff's morning glory talk, and how to organize a trip like that.

10 April - John Kidon's maps measurements and tech stuff.

08 May - St John Ambulance - Neville Kent organizing.

12 June - Air Ambulance pilot - Reg Thaggard organizing (if this doesn't work out, Michael the mig fighter man from Porepunkah will stand in, Max organizing).

10 July - Icom radio guy - Ken Jelleff's mate? For the new people in the club to hear him.

14 Aug - Mission Aviation - what are they about.

11 Sep – TBA.

09 Oct – TBA.

13 Nov – TBA.

11 Dec - Club break up.

Club get away and calendar dates proposed for rest of year.

*Mon 5 March to Sat 10 March Southern Microlight annual trip.

Sat 5/6 May - Locksley weekend.

*Sat 9 June to Mon 11 June - West Sale fly in.

Sat 30 June - Locksley field day, possibly fly to Bulla!

Sat 25 August to Sun 26 August - Torrumbarry pub weekend.

*Sat 8 Sep and Sun 9 Sep - Kev Macnally maintenance weekend at Latrobe Valley.

*Sat 3 Nov to Tue 6 Nov - Melbourne Cup weekend - Jindabyne fly in and stay.

It should be obvious which dates are locked in i.e. have an * and which can be played with.

Other dates of interest and things to do

*Sat 25 Mar to Sun 1 April - Mega Fauna flyaway.

*Frid 6 April to Mon 9 April - Easter Natfly Temora.

Sat 21 and Sun 22 July - Peter MacLean talk and fly Yarrawonga.

Sat 22 Sep - Murrindindi events day.

Sat 20 Oct - Murrindindi field.

*Sat 17 Nov and Sun 18 Nov - Gathering of the Moths - Mount Beauty.

Southern Microlight Club Meeting

Minutes for meeting **Date 14/02/2012**

Presidents opening address and welcome.

Apologies

Visitors

attendance # 28

Russ Purdy

Mark

Neville Kent

Peter Deutsh

Graeme Keen

Trevor

John Newell

Treasurer's report.

Money out = \$862.50 tools.

Money in = 5 memberships.

Bank balance = \$ 6,678.00.

Secretary's report

Correspondence in – none.

Correspondence out = none.

General business.

Steve Ruffles is very sick but at home.

Sam LaBruna's family will get some funds from our club \$400.00 to their family, Frank Buccheri organizing.

Kel Glare is getting emails bounced back from newsletters sent, everyone give Kel right email address.

Committee is to send out reminders of membership fee payable as in the past.....i.e. first June.

Kel mentioned that he is still listed as secretary in Sky Sailor.....has since been fixed hopefully.

Tony did a talk on our weekend at Locksleyeveryone who was there wants to do it again.

The Club's annual trip, i.e. this year at the Grampians is booked for 14.

Locksley weekend cost us \$20.00 per person - very cheap.

Trevor Lane suggested a meeting to compare camera technologies.

Mitch suggested any developments by HGFA as far as new ops manual get sent our way!

Brett showed his liquid vision goggle camera using DVD projector ...very impressive.

Notes from John Olliff's talk.

Casa has put HGFA and RAA in a higher aviation class that enable auditing by CASA.

HGFA and RAA syllabus must be exactly the same, both groups are heading that way.

Maintenance is also to be the same between both groups.

Flight training audits are on the go - John has done 41 already.

A finalised MOU will be sent in 28 Feb. to CASA.

New syllabuses to be developed.....he asked for good writers.

HGFA has a new committee on the go.

Main task at the moment is a new HGFA web page, and on line system.

HGFA have nearly finished the new ops Manual.

Self maintenance is what HGFA want to keep.

HGFA is keen for our Club to be a voice.

Teaching time - none for this week.

NEXT MEETING

The next meeting is at the Manhattan Hotel, Canterbury Road, Ringwood, on Tuesday, March 13 at 1930hrs after a meal for those who wish to enjoy pleasant dining with fellow pilots at 1900hrs.

CONTRIBUTIONS

Contributions have been rolling in but I cannot work out how to transfer wmv files to Word. If anyone has an easy answer I would appreciate the information. Ken Jelleff and Jon Newell regularly submit items and I thank them and those other members 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. However, the more care you take in using capitals for names and places the easier it is to edit material.

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