



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

MINUTES OF 10 APRIL 2012 SMC MEETING

Presidents opening address and welcome.

Apologies

Mark Howard

Visitors 0

Attendance # 21

Treasurer's Report

Money out =

Money in =

Bank balance = \$6,769.24

Secretary's Report

Correspondence in = nil

Correspondence out = nil

General Business

Ken Jelleff welcomed Graeme Keen back after Graeme's absence due to sickness.

Ken mentioned the death of Terry Blackford's wife and said he has passed on his condolences and those of the Club.

Ken also mentioned the death of Ian and Elaine Willis in their trike at Cootamundra. Secretary Chris is to organize a card or something from the club to express our regrets to the Willis family.

Kel Glare had spoken to Mark Howard about having a function at Porepunkah on Saturday 28 April as a fund raiser for the Ruffles family that Mark Howard is organizing. Neville Kent is also looking into setting up a trust fund for the Ruffles.

For the occasion car pooling was suggested.

Ken Jelleff talked about the Megafauna, as did Tony Batson, and they both loved it; there were 17 trikes on the trip!

Tony did a great rundown of what went on.

Chris Bullen and Max Glynn talked about Temora, and how good that event was.

Ken Jelleff mentioned the dismissal of John Olliff from his position at the HGFA and what is likely to happen next, including the likely effect with CASA.

LA BRUNA LETTER

The following letter has been received from the La Bruna family.

Dear Southern Trike Club

We sincerely thank you for your kind words and generosity you have shown me, Samuel, Sebastian & Nickola.

Your support is of great comfort and is warmly appreciated.

We have been overwhelmed by the amount of support, love, friendship and community spirit that we have received during our tragic loss. In such difficult times, we have seen the world can truly be a comforting place to be in. The support of family and friends has given us so much strength and comfort. The support we have received from community groups and strangers has been amazing. This support we have received is really important for me as it shows my children the respect, love and friendship their father, Sam, received from others during his life. It also shows them they are not alone during this difficult time.

With heartfelt thanks

Lena, Samuel, Nickola and Sebastian la Bruna.

FUNDRAISER FOR STEVE RUFFLES

On Saturday 28 April a fundraiser for Steve Ruffles was organized at Porepunkah by Mark Howard. It was very pleasing to see that about one hundred of Steve's friends and colleagues attended on a bright and sunny autumn day. It was even more pleasing that Steve was able to attend and say a few words.

The BBQ lunch was excellent (except the chop I got was obviously from an old ram that had died of old age). Mark is to be congratulated for his organizing skills and compassion and for his personal contribution to the success of the event.

Well over eight hundred dollars was raised by the BBQ and a raffle sponsored by John Reynoldson and many donations were placed in a box set up for that purpose.

I know Steve and his family were thrilled at the level of support shown.

A DAY WITH JOHN KIDON

From Chris Bullen

We jumped in John's car at 0930hrs for a lovely drive after negotiating all the Melbourne traffic through the city to a MacDonald's for coffee on the highway talking all the way about Tablets, Androids and Apples different systems and what they can and cannot do.

We talked about phone bills and better ways to do things and talked about the pros and cons of employing people.

We talked about airfields and of the four sources of incoming airfield data.....who's checking the data?

Got to the airfield at Maryborough to measure up some ground for a few new hangers, hear about the goings on at the airfield and what the councils up to, and future plans; wow big stuff.....watch this space!

Put the air filters back on the motor - that was easy!

Start profiling the prop, after it's sat for a week for the araldite to dry, and has it dried or what?

The fine files I brought just get gummed up by araldite; okay lets use the dermal, really really carefully, after all I still want to go up in his plastic fantastic, for the first time, no sense putting a hole in the prop now.

John looks like a dentist from this angle!

We were going to balance the carbs with the clubs carbie balancer; how can it be 1530hrs already? Okay the motors done 45 hours.....let's just leave it.

I get in the plane.....well we are not upright like in a Cessna at all, more laid back really! But comfy enough.

Well she's quiet; you can actually talk to each other.

Yep that's another stone chip as we taxi along, with a bang it went. (Later found to be in the same spot as the repair job actually? Could you bet on that?

A quick look over my brother's place at Newstead, a bunch of pics later and we are back.

Met Greg all hot and sweaty in his Jab, in a big rush to get off the ground to go to Bendigo, 15 minutes leeway before last light at Bendigo, and away he goes.

We put the plan away close hanger, jump in the car and for the first time I actually turn on a Tablet Android and use John's system all the way back. Okay I am really impressed with the ease of functionality, and what this thing can do; it's an android 10.1 inch for me loaded up with John's stuff, wow just great for situational awareness, and there's room in the 16mb chip to put the AIP and the CAAPs and the car's and the visual flight guides and the aircraft operating manual, and whatever else I can think I will need.

And the maps won't be out of date then stop working as in the Apple Oz Runways system.

Home again by 2130hrs - what a great day.....might move to Maryborough ?????

MEGA FLYING, MEGA FUN, MEGAFUNA

From Ian Rees

I have been on several of the past MegaFauna trike trips around VIC, NSW and SA, but it had been several years since my last one. Each year, Peter and Anne McLean organise a fly-away to a different destination. When the 2012 Megafauna fly-away to Goolwa in SA was advertised, I was the first pilot to sign up.

We started with a trike pilot/passenger list around 22, consisting of 15 trikes of which 13 were XT-912's with Streak III or SST wings, one was Pegasus Quantum and one was an Edge582 with Executive wing. Additionally, there were 14 other aircraft going with us. The trike pilot list was Tony Dennis and Jim Williams, Ken Jelleff, David Hunt, Michael Sheel, Tony Batson, Max Glynn, Faye Blaney, Dianne and Gary McNamara, Peter McLean, Kel Mitchener, Ian Willis, Les Tyack, Kel Doyle, Russell Purdy and Ian Rees. About half of the trikes carried passengers.

The weather leading up to the start of the trip was really wet with record rain fall. Weeks before our departure, Yarrawonga was in flood. I was wondering if the trip should have been re-named the MegaSwimming Trip. Fortunately, the weather Gods moved the flood waters out of town and our trip started on time and in perfect weather on 24/3/12 from Peter and Anne McLean's Pilot Shop at Hangar 19, Yarrawonga.

Day 1: Yarrawonga to Echuca to St. Arnaud to Horsham. Distance 193nm (357km)

We headed west across Victoria in a 5knt southerly. En-route, we overflowed Numurkah and Nathalia on the way to Echuca. This area was still holding considerable amounts of water and some properties were isolated. The flight from Echuca to St.Arnaud was much drier on the ground. A Notam was activated while we were in flight regarding some active rocket firing near Serpentine. Pilots were keeping clear and there no reports of any trikes being shot down. One aircraft (Lightwing) decided to run out of fuel 3km from St.Arnaud airfield while over flying the town. A nearby paddock was the only option and a safe landing was made in amongst the trees. While having lunch at St.Arnaud, I found my trike exhaust had a cracked weld at the main muffler and the muffler was no longer connected to the exhaust pipe. A gap of about 8mm had opened up which almost put an end to my trip. Fortunately, a pilot in

Horsham (Doug Brookes ex trike pilot) had a MIG welder so we repaired the problem that night and had it all back together just in time for dinner.

Day 2: Horsham to Naracoorte. Distance 72nm (133km)

We departed Horsham to the west passing Quantong and Natimuk and over flying Mt. Arapiles on our way to Naracoorte in South Australia. The winds were still 5knt southerly and the conditions were perfect for flying. Trikes were seen enjoying the rock faces around Mt. Arapiles while others cruised well overhead of the mountain.

Day 3: Naracoorte to Meningie to Goolwa. Distance 134nm (248km)

The landscape changed on day 3 from flat farmland to coastal as we flew up the South Australian coast north of Kingston. Departing Naracoorte, pilots flew to the left of track to get to the South Australian coastline as quickly as possible. This leg of the flight would last for 2.6 hours and included the magnificent views of The Coorong and the Younghusband Peninsula. This is such a magnificent coastal area leading up to Lake Albert and Lake Alexandrina. Approximately half way along the flight, Russell Purdy and I decided to drop in and meet a couple of local sheep farmers about 30nm north of Kingston. This enabled a bit of fuel to be added into the thirsty 2 stroke and a quick bite to eat and a rest stop. The paddocks here were very dry as this region had not had much rainfall and food was being brought in for the sheep. After gassing up the trikes, we said our good-byes and headed up the coast to Meningie. There we meet up with a few other trikes and flew the last flight leg into Goolwa. The town of Goolwa was an expanse of water-ways and large houses with each one trying to get a prime spot on the edge of the water. The town has had a lot of development and would be home for the next three days.

Day 4: Train trip to Victor Harbor

No flying today while we enjoyed a train trip south-west to Victor Harbor and a day of walking around the towns places of interest.

Day 5: Goolwa to Kangaroo Island (Kingscote) to Aldinga to Strathalbyn to Goolwa. Distance estimate 150nm (278km)

Last night Ian Willis offered me a ride in the back seat of his XT912 Streak III to Kangaroo Island. This was a great opportunity to explore this great Island off the South Australian mainland. We departed Goolwa and tracked via Victor Harbor on our way to Cape Jervis. There was a small bushfire burning here for the last couple of days and one water bombing aircraft was still operating on the fire with one spotter aircraft overhead. The flight across the Backstairs Passage was interesting. I had never flown in a trike over 15km of ocean before but the 912XT gives a lot of confidence even though we wore compulsory life jackets for the trip. When we arrived over Kangaroo Island, several other trikes and microlights also arrived. Ian and I stopped off at a private strip owned by a friend of Ian's. This was a huge property with 5 runways and a very friendly farmer. We flew over to Kingscote and joined other pilots for a quick stop before continuing around the Island. The coastal waters were pristine clear and blue. In the afternoon we headed back across the ocean north-east to the

town of Aldinga about 40km south of Adelaide. Aldinga airport is quite busy due to its close location to the capital city. It offers a great place to stop for lunch. After recharging our stomachs, we flew east to Strathalbyn and then back to Goolwa. The flying on this day was the highlight of the trip due to the great views we had at the Island and coastal region.

Day 6: Goolwa to Loxton to Wentworth. Distance 175nm (324km)

Day 6 would be another great flying day in the sky as we had to cover 175nm. My 2 stroke 582 trike trims around 48knt so the flight time would be nearly 4 hours. The first leg of the day was from Goolwa heading NE to Loxton. We tracked past Lake Alexandrina to our right and Murray Bridge on our left to Loxton. Due to the distance and speed difference to the XT912's, I checked the winds at altitude and found a 20 to 25knt tailwind at 6500 which enabled me to keep pace with the faster 912 powered trikes as well as being able to make Loxton without a fuel stop. After some lunch, the flight to Wentworth was conducted in very thermic conditions. After launching at Loxton at about 1000 feet, I flew into a massive thermal and circled to gain another 2500 feet before heading off to Wentworth. Most pilots flew high to get some smoother air. The thermals provided some free altitude by slowing the trike while transiting through the lift. The VIC-SA border is very well defined from the air. The SA side is cleared farmland and VIC side is dense bushland. We flew NE over the Stuart Highway and into Wentworth on the Murray River. The day provided 3.5 hours of scenic airtime.

Day 7: Wentworth to Balranald to Hay. Distance 152nm (281km)

This was another long day in the sky. The wind gods were again kind on 582 trike pilots by providing them with a nice 25knt tailwind at altitude. With a ground speed reaching 80knts at times, it was a relatively quick trip to Balranald. I had flown this area for several years when the HG comps were conducted out of Hay and we had tasks out to the west to Yanga Lake just south of Balranald. I recall the dry parched landscape and how dry it was. This year, the floods had come into Hay and the amount of water on the ground west of Hay was incredible. It was like one large inland lake. The Hay plains are so flat that this huge amount of water just covered everything for miles. The area around Maude to the west of Hay was water soaked. The river system was over-flowing and ground was benefitting from all the water. It was a great time to fly over the area.

Day 8: Hay to Yarrawonga to Merton to Coldstream. Distance 216nm (400 km)

While having breakfast at our motel in Hay on day 8 a light amount of rain started. We went to the airport and got our aircraft organised for the days flying. The sky got darker and darker by the minute. Rain was closing in from behind and we were out of there as quickly as we could rig up. Upon departing Hay, a rain band was off to the right of track. It was clear ahead down to Yarrawonga. The area of rain slowly encroached into our flight path and pilots started to advise of rain on route. Then lightening flashes started to also increase in frequency off to the right. As the weather was clear to the left, we managed to get through OK although a little wet. The rest of the day was blue and clear. The 200km run down to Yarrawonga was also very wet on the ground for about 100km south of Hay. Around

1030hrs, most trikes arrived into Yarrawonga to finish the 2012 MegaFauna. Thanks very much to Peter and Anne McLean for another really well organised trip and for picking a week of such good weather.

Ken Jelleff and I decided the night before to fly home from Yarrawonga. Ken was travelling to the Latrobe Valley and I was travelling to Coldstream. We fuelled up and said our good-byes to everyone and headed south to a small private strip at Merton where we had a quick stop and added some fuel. From there we had a nice smooth flight down into Coldstream over the hills and local countryside. Ken and I congratulated each other on one great week of flying and fun before he departed Coldstream for LTV.

Addendum

Approximately one week after the conclusion of this trike trip, two of our flying friends on the trip were unfortunately killed in a tragic accident. I would like to pass on my deepest sympathy to the family of Ian and Elaine Willis.

SPACE SHUTTLE

The US Space Shuttle is being retired. Its last journey was as was customary – on the back of another aircraft.



P39 AIR COBRA

After more than 60 years a P39 Air cobra was found intact in Russia.



The story is about 4 minutes in length and is one you will enjoy.

<http://link.brightcove.com/services/player/bcpid34757272001?bclid=0&bctid=87804472001>

BLUE ANGELS (NEW)

Did you know that the pilot on the right of the formation is always a Marine?

This is one of the best Blue Angels videos you will see!! Great perspective with much of it filmed from the cockpit.

You see the formation then see it from the pilot or camera view: It is in HD; Hope your computer can handle it.

This was recorded in Florida and El Centro, California.

http://www.youtube.com/watch_popup?v=W6tB8Lf7YoU

THE DAY THE NAVY LEARNED IT COULD FLY FROM SHIPS

Thought you would like this – **From Jon Newell**



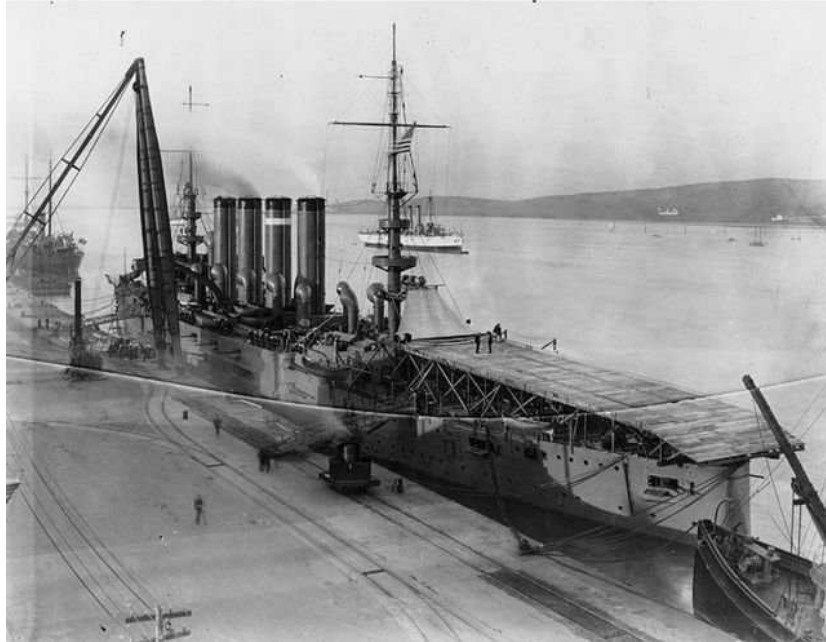
One hundred years is a very long time. Yet in the hierarchy of modern marvels, the ability to recover and launch aircraft from the deck of a moving ship stands out as one of our signature accomplishments. Which just goes to show you: Some tricks never grow old.



Naval aviation was invented one hundred years ago, on January 18, 1911, when a 24 year-old barnstormer pilot named Eugene B. Ely completed the world's first successful landing on a ship. It happened in San Francisco Bay, aboard the cruiser USS Pennsylvania, which had a temporary 133-foot wooden landing strip built above her afterdeck and gun

turret as part of the experiment.

Photo # NH 70595 USS Pennsylvania at Mare Island Navy Yard, fitted with a temporary landing deck, Jan. 1911



Ely accomplished his feat just eight years after the Wright Brothers made their first flight at Kitty Hawk. His aircraft was rudimentary: a Curtiss Model D "Pusher" biplane, equipped with a 60 hp V-8 engine that gave the aircraft a 50 mph airspeed. To get a sense of how simple it was, behold a contemporary replica of Ely's 1911 Curtiss Pusher that was built to celebrate this 100th anniversary:\

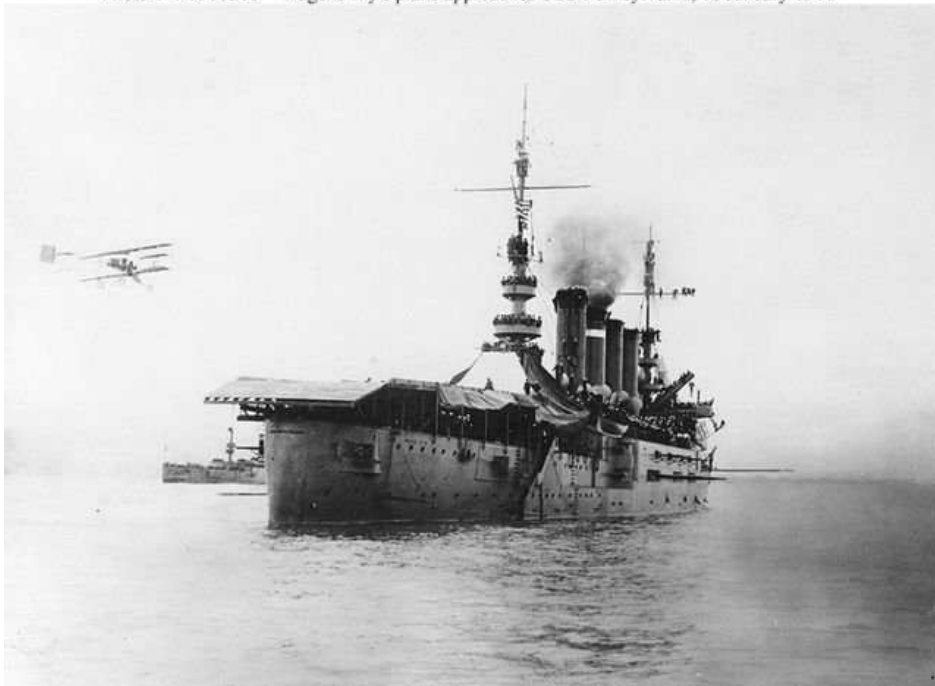


But back then, innovation was afoot. Ely's Curtis Pusher had been fitted with a clever new invention called a tailhook. The idea was to quickly halt the aircraft after landing by using the tailhook to catch one or two of 22 rope lines. Each propped up a foot above the deck and weighted by 50-pound sandbags tied to each end -- Strung three

feet apart along the Pennsylvania's temporary flight deck. Mark J. Denger of the California Center for Military History has written a tidy biography of Eugene Ely which narrates the historic day: *On the morning of January 18, 1911, Eugene Ely, in a Curtiss pusher biplane specially equipped with arresting hooks on its axle, took off from Selfridge Field (Tanforan Racetrack, in San Bruno, Calif.) and headed for the San Francisco Bay. After about 10 minutes flying North toward Goat Island (now Yerba Buena), Eugene spotted his target through the gray haze – the PENNSYLVANIA.*



Photo # NH 76510 Eugene Ely's plane approaches USS Pennsylvania, 18 January 1911



Ely's plane was first sighted one-half mile from the PENNSYLVANIA's bridge at an altitude of 1,500 feet, cruising at a speed of approximately 60 mph. Now ten miles out from Tanforan, he circled the several vessels of the Pacific Fleet at anchor in San Francisco Bay. The

aeroplane dipped to 400 feet as it passed directly over the MARYLAND and, still dropping, flew over the WEST VIRGINIA's bow at a height of only 100 feet. With a crosswind of almost 15 knots, he flew past the cruiser and then banked some 500 yards from the PENNSYLVANIA's starboard quarter to set up his landing approach. Ely now headed straight for the ship, cutting his engine when he was only 75 feet from the fantail, and allowed the wind to glide the aircraft onto the landing deck. At a speed of 40 mph Ely landed on the centre line of the Pennsylvania's deck at 11:01 a.m.



The forward momentum of his plane was quickly retarded by the ropes stretched between the large movable Of sand that had been placed along the entire length of the runway. As the plane landed, the hooks on the undercarriage caught the ropes exactly as planned, which brought the plane to a complete stop. Once on board the PENNSYLVANIA, sheer pandemonium broke loose as Ely was greeted with a bombardment of Cheers, boat horns and whistles, both aboard the PENNSYLVANIA and from the surrounding vessels.



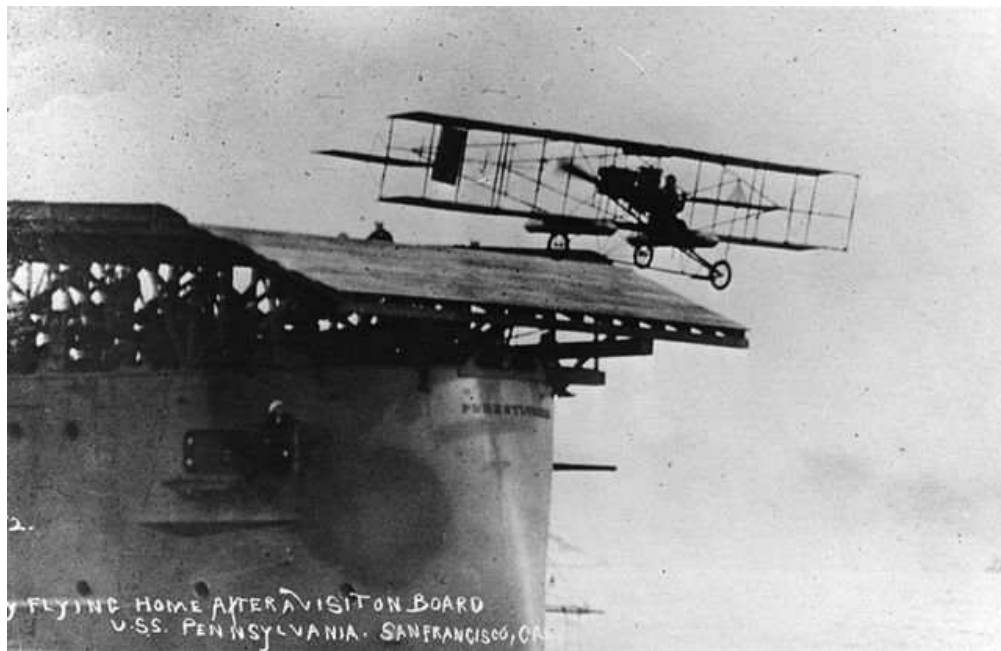
Ely was immediately greeted by his wife, Mabel, who greeted him with an enthusiastic "I knew you could do it," and then by Captain Pond, Commanding Officer of the PENNSYLVANIA. Then it was time for interviews and a few photographs for the reporters. Everything had gone exactly as planned. Pond called it "the most important landing of a bird since the dove flew back to Noah's ark." Pond would later report, "Nothing damaged, and not a bolt or brace startled, and Ely the coolest man on board."

(NOTE: Safety first! Check out Ely's inner-tube life preserver!)

Photo # NH 77528 Eugene B. Ely & his wife, with Capt. C.F. Pond on board USS Pennsylvania, 18 Jan. 1911



After completing several interviews, Ely was escorted to the Captain's cabin where he and his wife were the honoured guests at an officer's lunch. While they dined, the landing platform was cleared and the plane turned around in preparation for takeoff. Then the Ely's, Pond and the others posed for photographs. 57 minutes later, he made a perfect take-off from the platform, returning to Selfridge Field at the Tanforan racetrack where another tremendous ovation awaited him.



Both the landing and take off were witnessed by several distinguished members of both U.S. Army and Navy, as well as state military officials. Ely had successfully demonstrated the possibility of the aircraft carrier.





Indeed. The US Navy's first aircraft carrier, the USS Langley, was commissioned in 1922, eleven years later. But Ely didn't live to witness the milestone; he died just a few months after his historic flight, on October 11, 1911, when he was thrown from his aircraft during a crash at an air show. But 100 years ago, he merged the power of naval warships and aviation in ways that remain cutting-edge, even today.

APRIL SPEAKER

Following John Kidon's presentation on technical topics like the difference between Android Tablets and Apple Tablets and what you can and cannot do with them, begun at the last meeting, John will continue to answer any questions at the next meeting. If anyone can communicate questions in advance of the meeting, please forward them to John or Chris Bullen ASAP.

NEXT MEETING

The next meeting is at the Manhattan Hotel, Canterbury Road, Ringwood, on Tuesday, May 8 at 1930hrs after a meal for those who wish to enjoy pleasant dining with fellow pilots at 1900hrs.

CONTRIBUTIONS

Contributions have been very much appreciated. I need and 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