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Trevor Lane

A recent service bulletin was announced by Rotax. This service bulletin SB -912-063UL Replacement of fuel pumps for ROTAX Engine Type 912 (Series) affects nearly everyone.

When I initially saw the announcement, I was so used to seeing the bulletins come out finding my engine was not in the list of serial numbers, that I thought "not me" as I normally do. My engine has been around a while now, it is over five years old and I assume most of the faults will have been found with my batch by now.

Upon investigation, I not only find my serial number in the list; but a note saying the fuel pump should be replaced every five years anyway. So think about this! If your engine is over five years old you should have replaced it. If it is less than five years old then it is HIGHLY LIKELY that your serial number is in the list of affected engines.

"If you have a ROTAX 912 series engine fitted to your trike, you must check this service bulletin"

Depending on the serial number and age of the fuel pump, the new part may be provided at shipping costs only by Bert Flood Imports. So when you phone for prices have your FUEL PUMP serial number to hand.

Head over to the Rotax Website to check.

http://legacy.rotax-owner.com/si_tb_info/serviceb/sb-912-063ul.pdf



STOP PRESS: I have just received an updated SB saying they have expanded the serial number range; to include everyone.

Picture of the Month

This is classified as a microlight in many countries.



Club Bettsometer

Once again the bettsometer is missing from the club tools. If anyone has any information about the whereabouts of the tester, would you please let a member of the committee know. The club is investigating the cost of a replacement, but it would be better if we found one or more of the three that the club owns.

Latrobe Valley Maintenance Day

Trevor Lane



Well maintenance day has arrived and it is a chance for me to get my life a little more on track. If you have let me bend your ear in the last couple of weeks then you will already know that my lovely wife Jo is currently in the UK with her family and all of the things that happen by magic have suddenly stopped. My magic sock drawer that keeps me in an endless supply of clean socks has lost all of its powers and is rapidly running out. My magic swag that normally has an endless supply of socks only produced three, all odd, and all dirty. Life for me is being turned upside down, and I need to get some semblance of normality back. My meals are inventive to say the least. One thing I can do is cook a burger; but Jo didn't leave any burgers in the freezer. She has left me all of the things she would like me to eat like steak. I have discovered where she hides the mincer and so that steak has become beef-burgers. I have also discovered that I do not even have to fire up the barbie, but we have a cooker quite conveniently placed in the kitchen. That was a relief to find as the weather hasn't been too brilliant of late. I have put the lamb chops through the mincer and enjoyed lamb-burgers for a while. Tomorrow it will be chicken-burgers. Before she comes back I will have probably tasted home made fish-burgers too. I am so looking forward to going out for a meal with the lads.

he said "ere, ave a look at
ow much more accriate
this is"

A week or so ago Chris Bullen arranged some overnight accommodation in a cabin just up the road from the hangar; He offered me a spare place in the heated, comfortable abode, which of course I accepted at the

princely sum of \$25 per night. Because Jo is away I will have a car at my disposal this weekend, so I will be able to repay the kindness shown to me by Tony Batson as he normally chauffeurs me from place to place when I am feeling too wimpy to use the bike. So a quick phone call and I have arranged to pick Tony up on route to Latrobe Valley Regional Airport. Chris intends to fly in with Ian Rees as pillion. Steve has had a lot of people show interest and he will be there early to open up.

I collected Tony from his place at 2045Z (0645hrs) and he was ready with all of his stuff waiting outside his front door. The kids have got wind that their dad is going away for the weekend so have planned a home invasion, with their relevant partners; so Tony was looking forward to departing early. We made a brief call into Tony's place of work so that he could kick his staff into action and he could refill his travel mug. When we walked through the door all his staff looked busy and I thought to myself "that is just what I used to do when the boss walked in; look busy". How I miss the old days. A few words later and a full travel mug, saw us back on the road again in search of the next urinal we could come across. Who the heck invented the travel mug; they need shooting.

"The whole shemozzle just
span around the plug
doing sod all"

We were the last to arrive at the hangar at 2300Z (0900hrs). METARS and TAFS were anything but CAVOK so Chris had driven down here bringing Ian along in his passenger seat. That was a pity because I had eight new spark plugs with heat paste already applied and four litres of oil in the back of my car for him. He will have to do his maintenance on another day. Ian wanted to balance his



carbies; he has run the engine for at least six hours since the last balance and they are desperate for some love and attention. My trike is getting a little hard to start and needs new plugs in ten hours so I am going to change them today, along with the heart bolt and oil filter. Mitch wants to do a wing check as does Rick Parker. It will be oil and plugs for Tony and a carbie balance for Joe. Joe has recently bought a trike with a 912 engine that sounds a bit like a bag of spanners being thrown around.

Daryl Smith a LAME from Leongatha was already with us and was balancing Joe's carbies with an analogue balancer. Chris thought it would be great to show him how much more accurate an electronic instrument is, so when he had finished he said "ere, ave a look at ow much more accriate this is" and attached the newer device to Joe's engine. We re-checked the balance to find it was perfect. You see Chris, the old adage is true; it isn't what you got, it's how you use it.

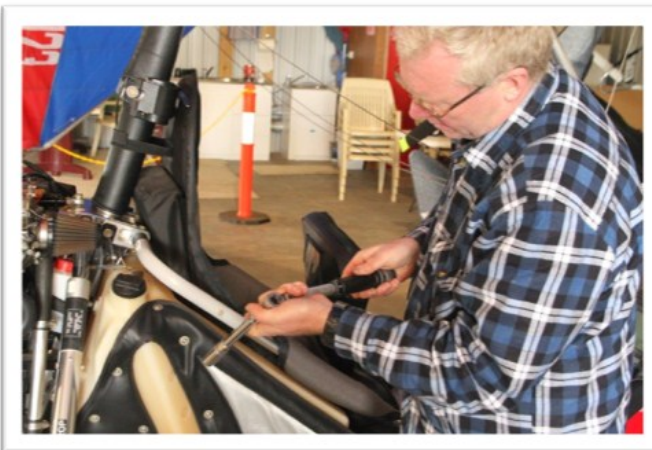
I bought a truck load of tools with me, although the only thing I needed was a plug spanner, feeler gauges and oil filter wrench. I thought they might be useful to someone else on the day. We had all of the club tools barring the bettsometer. That one has gone missing bringing the total of bettsometers owned by the club down from three to none. Why is it the betts tester that always goes missing? We had no idea that it was missing though until we looked for it, Mitch had put his wing up in the hangar and I went to the bag of club tools to get it out for him to find thin air where it was supposed to be. That was a learning experience for me, and that is check, check, check; before the event.

"he did it until the torque wrench clicked and then did a bit more for luck!"

Ian was trying to remove his oil filter, it was tight, I told him that if he warmed his engine he might have more

luck. I even offer my filter wrench which has always made removing the filter a synch. He declined my offer, and I left him to his own devices.

I decided it was time to change my spark plugs; I had spent long enough gabbing on about things as is my want; so I broke out my tool kit. Plug spanner in hand and plug leads removed I went about loosening the plugs; or that was the plan anyway. My plug wrench didn't fit. I had left the 'motorcycle' size wrench at home in the garage and bought the 'car' size wrench with me. The whole shemozzle just span around the plug doing sod all. Oh well Tony was going to change his plugs today as well so I will ask if I can borrow his. He was walking over to me anyway to ask something so I would waste no time. I let Tony ask his question first which just happened to be "can I borrow your plug wrench?", "no Tony, I bought the wrong size". Steve was hanging around the hangar and had all of his tools with him so it was off to Steve next. No problem, Spanner in hand I returned and loosened all of the plugs. Then gave the spanner to Tony. I had eight new plugs with heat-paste already applied waiting to go in, I just had to check the gap was correct, I went to my toolkit to get the feeler gauge and found it with my plug spanner; that is the other plug spanner back home. That is the second time today I have been to a toolkit and found thin air where a tool should be, this was not going to be my day. I asked Steve if I could borrow his, to which he replied "No problem, but if you got your plugs from Bert Flood's then they will have been pre-gapped." I borrowed his gauge anyway and found them all perfect. Why is Steve always right? Taking out the old, one at a time, and replacing them with the new, I discovered that two plugs from the same cylinder were showing different signs of wear. How could one plug be telling me the mixture was running rich, but the other telling me it was running lean? A quick word with our friendly LAME assured me that all was good, that is just the way the fuel distributes itself in the cylinder before ignition. The bottom plug will always show more burnt fuel than the top. I am so pleased we had Daryl there to answer my stupid questions, I do like to make





Joe's Carbies are out of whack.

sure my engine is in good condition so checking things like plug colour when I change the plugs is important to me. Needless to say Steve provided a torque wrench to tighten my plugs. There is no need to go into the why's and wherefores here.

The next thing I wanted to do was replace my oil filter so I decided to take the trike outdoors to warm the engine. I wheeled it outside using Joe's new wheel dolly, sat in the seat and started the engine. The wind had me pinned into the seat and I was struggling to keep the wing off the ground. Steve and Tony took up positions either side and held the wing tips to help. The wind was so strong I called it off, went back into the hangar, removed my wing and took the trike base out alone. I decided that I didn't need to go all the way out so with my front wheel aligned with the door rails and the rest on the apron, I fired it up. The wind blew the doors closed and I had to do some quick thinking to save my trike from damage. The wind was strong. I have not seen a hangar door close due to wind before.

“Chris had over-eaten to the extent he needed sleep”

With my engine warm I went back inside and got to work with my filter wrench. Ian was standing behind me laughing and saying something about how I said my filter wrench was so good, but it was just slipping and the rubber strap looked like it was going to break. Why would it not come undone. Steve had a wrench that would do it. Steve also had the strength, I let him remove it whilst I held a bowl underneath to catch the oil. Another trip to

ask the LAME what might have happened. The obvious answer is that I over-tightened it last time, and the correct answer was I over-tightened it last time. I learned that the correct way to tighten it is to turn it until the seal touches then do another 3/4 turn. I distinctly remember last time tightening it until it was hand tight and then doing another 3/4 turn with a wrench, which to me was the same thing. So what did I do wrong; “until the seal touches, and then another 3/4 turn” is “hand tight”. It was on 3/4 turn too much. When I replaced it this time it just went to hand tight. Steve said that's fine, Tony said aren't you going to do the other 3/4 turn, I said no, that's enough. Tony told me he wouldn't fly it like that, so I gave it a bit more for luck.

Tony told me when he tightened his plugs he did it until the torque wrench clicked and then did a bit more for luck!

I think I have just over-tightened my oil filter again.

Chris went down the chippy and bought enough fish and chips for everyone. Well, that is if everyone gorged themselves. So we did. Ian just wanted fish, so he didn't, I think he is watching his weight though lord knows why. Perhaps it's a kick-back from his hang-gliding days. Then maybe its because his current wing; the size of a postage stamp; needs all of the encouragement it can have, to get into the air.

“he tried to negotiate an hourly rate”

It was mid-afternoon before we finished lunch and Chris had over-eaten to the extent he needed sleep. He disappeared over to the caravan park where the cabin was booked, for a shower and a lie down. We all went about our business. When I reattached the wing I did so with a new heart bolt. That was everything I wanted to do today out of the way. Tony still wanted to change his oil so I volunteered to help. The last time Tony changed his oil he fitted a quick release plug, and I must admit I see the benefit now. I have heard arguments about it being just another thing to go wrong, but I must admit having seen it, and seen how robust it is, I will be fitting one next time I change my oil. Tony didn't have a container to put his old oil into, he would put the old oil into the “new oil” bottles when he had refilled but in the interim would need a container to hold the old oil. I graciously volunteered the bottle that Chris bought to put his old oil into, and as Chris was asleep, Tony accepted. I held a small container under



the oil tank whilst Tony operated the quick release catch, when the container was full Tony disappeared to somewhere outside the hangar to fill the interim vessel that Chris didn't know he had lent to him. This happened a few times when Ian suggested that if anyone had some old oil, we could be refilling Tony's tank whilst he was outside. Well I had a container of old oil but wouldn't let Ian have it. Ian, how could you? I must admit the thought of it made tears of joy come to my eyes and I wished Ian had thought of it sooner. Next time.

Tony refilled his oil tank and changed his filter too, which needed coercing just as much as mine. Now I know mine has been over-tightened again.

We were all done. We had a discussion about the benefits of staying overnight and not staying overnight and decided the latter had more than the former. We tried to get in touch with Chris to let him know our plans were to go to the Australian-Italian Club and have a meal before driving home. Chris was out of reach, he didn't have his phone either on him, or just plain on. When he eventually awoke we enlightened him about our intentions and he headed back to the Caravan park to get a refund; he tried to negotiate an hourly rate. I don't think he got very far.

Not staying overnight for me had an additional benefit to everyone else. I now had a free day to go to K-Mart to buy some clean underpants and socks. The magic underwear drawer was just about to get a new injection of magic.

Abracadabra.



What's On

ERRATA

Please note that a correction has been made on this page.

In past issues of the newsletter the October General Meeting was incorrectly stated as being on the 15th. If anyone has this date in their diary, would you please change it to the 8th.

Sept 10 th	General Meeting
Oct 8 th	General Meeting
Oct 12 th —13 th	Wahring Field Fly/Drive-in
Nov 2 nd – 5 th	Grampians Fly/Drive-in
Nov 12 th	General Meeting
Nov 22 nd – 24 th	Gathering of the Moths
Dec 10 th	Xmas break-up Meeting
Dec 14 th	Christmas BBQ





FOR SALE

Reg: T2-6123

Model: Airborne Outback XT-912

Wing: Cruze

Hours: 280, Will fly til sold.

Price: \$41,000

Included: Wing Bag, Wing cover, Trike Cover, Radio, Headsets, Helmets, Training Bars.

This would be a great toy for anyone who likes the more exposed feeling of flying without a pod or a first time flyer, training bars are included so you can even take instruction in it as I did and reduce the cost of your training.

Phone Trevor on 0422 474 266
trevor@teknological.com.au



FOR SALE

Airbourne XT 582, engine hours 190, with service history (will fly till sold)
 Cruze wing Reg. No. T2-2992 hours on wing 190
 In excellent condition through-out
 \$28,000 price including
 Heavy duty trake trailering cover
 A light trake park cover
 New Microavionics-intergral helmets
 Built-in MA760 Microair VHF Transceiver
 Head and throb lights
 Contact Joe on 0409596822





FOR SALE

AIRBORNE XT 912 TOURER

2007 MODEL 480 HRS

STREAK 3 WING

EXCELLENT CONDITION

MICROAIR 760 VHF RADIO

HELMETS WITH LYNX HEADSETS/INTERCOM

PUNKINHEAD COVERS

FULL SERVICE HISTORY

RAA REG EXP APR 2014

\$38,000

kenj@jelfor.com.au

0412512457

FOR SALE

Airborne XT 912

Features;

1. Streak 3 wing
2. 432.33 hours
3. Full maintenance log books
4. Garmin GPS
5. EQ1 Radio & cordless head sets
6. Air Classics CX-2 Path finder flight computer
7. Three flight suits
8. Full covers
9. Transport trailer with tool box
10. Fuel tester & two 10L fuel cans
11. Disk brakes
12. New rear hubs, axles, drag brackets, and strut tubes (To correct mistakes made when Disk brakes fitted by previous owner)
13. Wing carrying brackets

Asking : \$35,000.00

Molbile: 0414 684 393

Emali: Neville@tnek.com.au



Club Polo Shirts



The Polo Shirts are available in Small, Medium, Large, Xlarge or XXLarge sizes and cost \$25.00 each, please add \$10.00 if postage is required.

E-mail your order to Tony and arrange post or pickup batson.tony@briggsandstratton.com.au

Pay your money to Dean at the Club Meeting or by Direct deposit.

Southern Microlight Club Incorporated

Useful information

Southern Microlight Club Inc. is incorporated under the Associations Incorporation Reform Act 2012

Southern Microlight Club Inc. is affiliated to the Hang Gliding Federation of Australia

If you would like to pay money into the club account for payment of membership fees, the purchase of polo shirts, or deposits for events; then please make a direct deposit to:

Account Name : Southern Microlight Club

BSB : 063109

Account No : 10405908

Please indicate your name and what you are paying for. If you do not have enough space in your banking web-site to put sufficient information, then please email treasurer@southernmicrolightclub.com.au with the details.



Southern

Microlight Club inc.

Fun Memories

Friendship

Help

"When I am old I want memories not dreams"

Knowledge Sharing

Events

"Stop counting the years and start making the years count"

Adventure

Excitement

Fly Aways

www.southernmicrolightclub.com.au

