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### Message from the editor

*Trevor Lane*

I am a very lucky person. I am the first to admit I have had my fair share. Whether, like me, you believe we make our own luck or whether you believe it is just showered upon you is a different debate; but for sure, I have been lucky.

I was very lucky this month when Chris Bullen trusted me with his Trike. Chris was keen to show me what the worlds fastest Trike feels like to fly and is so enamoured with the P&M QUIK that I actually think he is the Australasian distributor. Regardless of how I came about the fortune to be trusted with it, I wasn't going to be slow on taking up the offer. I have to say that I am impressed. It is comfortable, has a few really nice touches like the electric trim for instance, and like its name it was quick. Dixons Creek to Yarrawonga was a breeze.

Arriving at Yarrawonga saw a few aircraft in the circuit all using runway 19 with a 5kt tailwind. Of course the correct thing to do would be to make a radio call and announce that I would use runway 01 and let them all sort it out, but there really was no need. A 5kt tailwind is something we avoid in turbulence, or if we are low on hours or many other reasons but I reasoned it all out and made the decision to land on the currently active runway. Chris was in the back letting me know all about the landing characteristics of his machine and talked me thoroughly through the landing and we put it down without issue. Pulled up quickly and was slow enough to leave by the taxiway without having to backtrack.

I was however greeted by someone telling me how lucky I was not to run out of runway.

"Excuse me, but if you think any part of that landing was down to luck, let me tell you it was luck that was manufactured well and truly at home, the type of luck I trained hard to get."

When you are flying, if you are reliant on the type of luck you get because you were thoroughly trained, and because you continually practice, and because you have your flight reviews with a CFI; then that type of luck is good. If you are reliant on the type of luck that is showered upon you, well, lets just say that can be hit and miss.

Never forget, the more you practice, the luckier you get, and yes, if you are feeling lucky you can land with a 5kt tailwind in order to show courtesy to other pilots.



## Laughter Lines

*Contributed by Kel Glare*

My wife started taking flying lessons about the time of our divorce and she got her license shortly before our divorce was final, later that same year.

Yesterday afternoon, she narrowly escaped injury in the aircraft she was piloting when she was forced to make an emergency landing somewhere near Durban because of bad weather.

The ATSB issued a preliminary report, citing pilot error: She was flying a single engine aircraft in IFR conditions while only having obtained a VFR rating.

The absence of a post-crash fire was likely due to insufficient fuel on board.

No one on the ground was injured.

A photograph was taken at the scene and shows the extent of damage to her aircraft.

She was very lucky....



## Lost and Found

*Or just plain lost.*

If anyone has any information about the location of any of the club bettsometers would you please inform a member of the committee .

In a similar vein, Chris Bullen has lent a DVD called Coast to Coast to someone, but forgotten who. If you have his DVD would you please let him know.



# GRAMPIANS

**Dates:** 2nd–5th November 2013

**Location:** Asses Ears Lodge

**Airstrip:** 1200m, All Weather, Grass

**Lat/Lon:** 37°02.9S 142°16.2E

**Elevation:** 750ft Amsl

We have booked two cabins; accommodation for ten persons in total, as you can see from the photo, this is one of the delightful places that provide accommodation right the other side of the fence from the airfield. You will be sleeping in comfort just a few metres away from your aircraft. We already have 5 spaces filled, if you would like to reserve your space then please get in touch with Trevor on 0422 474 266 or email [newsletter@southernmicrolightclub.com.au](mailto:newsletter@southernmicrolightclub.com.au)



## WAHRING FIELD FLY/DRIVE

**Dates:** 12th–13th October 2013

**Location:** Wahring Field

**Airstrip:** 800m, All Weather, Grass

**Lat/Lon:** 36°40.8S 145°14.6E

**Elevation:** 410ft Amsl

We will be guests of the Aero / Soaring Club at Wahring Field for the weekend.

There are plenty of interesting options for local flights from here, with Echuca, Yarrawonga and the Murray River all within 1 hours flying

Get in touch with Trevor on 0422 474 266 or email [newsletter@southernmicrolightclub.com.au](mailto:newsletter@southernmicrolightclub.com.au) to register an interest in this event.



## Letters to the Editor

Dear Ed,

After reading your article in last months newsletter, I thought I would write in with some tips.

Rather than using 'feeler gauges' for my spark plug gaps, I use a stainless steel 'shim' of the correct thickness, kept with my spare spark plugs. I got mine from work BUT they are readily available as they are used for coupling alignments between machine parts. This has the advantage of not needing to know the gap as the 'shim' is the correct thickness and the thickness is etched onto the 'shim'.

Another recent discovery, for me, is the importance of lubrication of the 'keel' 'roll' joint. Mine has always creaked and groaned while feeling free during pre-flight. Recent lubrication has fixed the noise as well as making it feel much smoother and free. The base now swings freely below the wing while in the past, I seemed to be chasing myself left/right as the connection was too stiff??? Airborne said it wasn't usually an issue BUT with some hours up, may require a re-lube. The existing lube was displaced, dirty and tacky while the new is smooth and slippery. You can use 'Dri-Lube' 'Solid Lubricant' manufactured by GOSS. It is available from various car shops. I got mine at Bursons for under \$4. It is a like a cross between a wax crayon and a glue stick only slippery and is recommended by AirBorne.

I believe that hourly room hire is arranged by the 'Lady', in advance, not by the 'Gent' after the event!!

Regards

*Rick Parker.*

## Picture of the month

*Steve Bell*



## Whale sighting somewhere

Steve Bell



*John Brent took this 2 weeks ago on a flight to Marlo*

A funny story about this picture is that on that same day I took my new girlfriend “Michelle” who I’m quite sweet on, for a flight over to Yarram and along the sand bars near Port Albert and up to Woodside, we landed at Yarram for a coffee and as I was warming up for the flight back to LTV a GA pilot advised via CTAF that he had seen a whale near Woodside. So I took off and flew across to Woodside to impress Michelle but there was no bloody fish. On return to LTV I told Tony Batson who was about to take off about the whale sighting at Woodside and added tongue in cheek that if he spotted a whale to send me a pic. That evening Tony sent me the pic attached but neglected to tell me that it was Johnnie Brent’s pic and left me and Michelle to assume that he spotted the whale at Woodside and I missed it. Michelle

was not impressed in learning that she had missed out on a whale sighting and disappointed in me that I couldn’t find the whale and I was left feeling a little depleted in my manhood, I learned later that Tony was very mischievous with this deception.

“added tongue in cheek  
that if he spotted a whale  
to send me a pic”

I saw Tony today and he is now sporting a lovely black eye.

# What's On

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

*"Life is not a journey to the grave with the intention of arriving safely in a pretty and well preserved body, but rather to skid in broadside, thoroughly used up, totally worn out, and loudly proclaiming — WOW — What a ride!"*

*Author unknown*







## 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](mailto: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](mailto: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](mailto:batson.tony@briggsandstratton.com.au)

Pay your money to George 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](mailto:treasurer@southernmicrolightclub.com.au) with the details.





# 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"

# Fly Aways

Adventure

Excitement

[www.southernmicrolightclub.com.au](http://www.southernmicrolightclub.com.au)

