



# HANGER TALK

NEWS & INFORMATION FROM CABOOLTURE MICROLIGHTS

## FOREWORD

Maybe its just me but we don't seem to have much flying as a club recently & a few regular faces have been absent. Although there was one weekend when there were 4 (or was it 5) trikes doing circuits. Hopefully the forthcoming Caboolture Fun Flying Day will be just the excuse to catch up and commit some aviation together but any other suggestions for things to do or places to go would be welcome.

I was back in the UK recently & whilst there I took the opportunity to renew my UK licence. Luckily this doesn't involve a check flight since the weather was grim with low cloud, rain and fog - even the instructor hadn't managed to fly for over a month. How lucky we are here !

I also acquired a Bettometer so theres now no need to arrange to borrow the HGFA one when its time for the aircraft inspection - just ask me. Theres no charge so you don't even need to wait until the inspection is due.

John Cresswell

### This Months Contents:

- A Presidential Coup ?
- Spreading Your Wings
- Items for Sale
- U Beaut Trike
- You Could be fined \$5500
- Even More Legislation
- Forthcoming Events - Fly In

## A PRESIDENTIAL COUP ?

If you have read Pacific Flyer lately, you may have noticed Caboolture Microlights now have a President. At our inaugural meeting, we decided that we did not want a hierarchy, however, to be registered as a Club, we had to forward a formal list of Committee Officers including President, Secretary and Treasurer. This has not changed the decision of that meeting, so it is business as usual.

## SPREADING YOUR WINGS

Neil Schaefer

**Microlights** were not my first love within aviation circles, I grew up with the romantic dreams of flight from my early childhood years, gazing skyward at the soaring birds, imagining long flights of fancy to far away places. My passion and drive were always going to be the catalyst to make this a reality, model planes came first in my pre - teens, and a school friend of mine had a dad with a Piper Comanche, so we went with him whenever we could, he ran a two way radio business, so X-country was in my blood from about age 9!

One day, a look to the distant cross strip at the slender wings of sailplanes being catapulted to the sky by winch held me captivated for hours; my inquisitive nature got the better of me. I had to do this, the purity, the challenge, a paper clipping on the nearby pie -van showed a young kid going solo at 14years, who now was competing in National comps - ( he later went on to become world champion!)- The stage was set.

The next 6 years were spent at high school during the week and mowing lawns, gardening and painting for money to get enough to glide every weekend, solo, x-c, glider endorsements, instructing, TIF'S and very understanding parents allowed me to develop my passion for flying. An afternoon in my fifteenth year at the local newsagent was about to change everything, browsing through flying magazines I came across a coffee table book by Rob Woodward on Hang Gliding, it was 1978, I opened the pages and was transfixed and transported into another world, dreams of Otto, which were forgotten, were being re-ignited, a higher level of purity was now before me - a line jumped out at me and has since become my anthem.....

## YOUR NEWS – YOUR VIEWS – YOUR COMMENTS

" For once you have tasted flight, you will walk with your eyes turned skyward, for there you have been, and there you will long to return..."

Hang Gliding became my recreational life for the next twenty years, it's hard to believe in retrospect that we were part of the early beginnings of our fantastic sport; TASSA became TAGHA and eventually HGFA, I have had the pleasure to meet and develop ideas with the pioneers of both triking and hang gliding, from setting safety standards, and training with Ian Jarman & Craig Worth, to guiding our directions with Bill & Steve Moyes, Carl Braden and the Duncan's.

I first saw a trike in about 1986- I was hang gliding near Airlie Beach in Nth Qld with Dave Lamont and Craig Jordan and a noisy fume throwing contraption came barreling past and landed on the beach before me. A guy called " Big Kev" was introduced to me and stories flowed about eastern seaboard trips and teaching and an idea to tow hang gliders... thoughts of convergence once again fascinated me - a new seed was set.



Craig had been doing a conversion, so he took me up to show me how easy it was, unreal climb rates, the freedom to fly anywhere ( how things have changed- we were 10kms from Hamilton Is.!) Something happened that day that stayed dormant for many years- a dream yet to be realized!

Towing behind these things followed for the next ten years, along with hundreds of hang gliding hours, work commitments and a busy lifestyle were starting to erode the time I could devote to flying - all through this time I was an avid motorcyclist, road racing, coaching and working in the industry, flying was slowly being pushed aside - my childhood dream was fading.

### FOR SALE

X-Air 618. 152 hours \$25,000. Can be viewed at Gympie. Contact Phillip Morris 07 5482 3166 or 0408 903213

If I couldn't fly then I'd try falling- four years skydiving gave me a completely different perspective and taught me a lot about time management! There a lot to get through in fifty seconds turning 10-14 points with formation jumping - a very addictive blast, very much a lifestyle.

"For once you have tasted flight.....

What do you do when you have limited time, you want to fly, you don't make millions, and you want to maintain the purity of flight. **You fly trikes!!**

My return to flight was inevitable; systematically I attained my ratings, bought a Airborne Edge Classic S and I haven't looked back( except to check my remaining fuel). 20 years of learning, judgment, discipline and desire are merging together to help me extend my flying experiences into my new realm. I know it's crazy to get up at 4am to go flying, but the airtime, the views, the freedom and the possibilities are endless.

I am re-establishing some old acquaintances, and meeting many new ones. John C. and I are keen to extend our horizons, another recent round trip to Rainbow and Gympie has only fuelled my desire to go further. We are planning a trip to Dalby in early March for those interested.

So is there a message in all of this ? Well if you are looking for one I guess it is this - Never abandon your dreams; they are what life is worth living for. Chase the sun and spread your wings; the nest is for protection and nurturing, but the horizons you follow are where you will learn and grow.

Blue Skies & Bloodshot eyes...

Neil

### BRAIN TEASER

- Q. What is a Dutch Roll ?
- A. A European sandwich containing Edam Cheese
- B. A wallowing effect caused by an aircraft having weak directional stability hence tending to turn away from a sideslip
- C. A handmade cigarette containing cannabis

### "U BEAUT TRIKE"

Derek Tremain

John Cresswell asked me to make a comment on the Airborne XT having the privilege of a flight in the back seat to Toowoomba and a couple of solo circuits at Caboolture. So I did some homework on the internet to find out some more about this "U Beaut" machine.

Firstly, certification in Australia a long time coming, but there has been a couple of demonstration models around the traps which has enabled some experienced operators some time to form a comment. The Rotax 912 has been around for some years now and is a proven reliable 4 stroke engine and is the power source for the XT. It runs smooth and quiet in comparison to its 2 stroke cousins and as a bonus, burns 9 litres an hour (solo). The cockpit of the trike is roomier (wider and longer). Instrumentation is state of the art "Skydat GX 2" a one screen display; the wing an upgraded Streak II, making it a Streak III purpose built wing for the XT. The price is expensive.



My brief flight test proved the claim of how quick this machine is. Toowoomba and back in just over 2 hours and 10 minutes. The rear seat was comfortable and should be no problem on longer flights and from the front seat. Take off with 2 pob and a full tank was impressive; take off roll was only half the bitumen on one two. Climb rate was rocket ship stuff; a thousand feet by the end of the runway; the feel of the bar was light and responsive and pushed into a stall was very reluctant.

On turning base I was caught out by the speed of this machine, trimmed at its slowest we cleared the fence at 50 knots; and as old habits die hard; I pulled in the bar to dive to the ground (not necessary) now we were back to 55-60 knots and trying to bleed off speed; whoops! a little too much bar and we were once again higher then a few seconds ago. I believe the aviation term is ballooning.

Cressie jumped out and handed over the keys to me for a solo trip. As I took off like a demented elevator, I could see John just finishing off his nails and looking for something else to chew, whilst I disappeared into the wide blue sky.

The day was now getting lively as Caboolture does, but the Trike seems more forgiving then the old edge and handled the bumps well down wind plus the 912 was fast and all too soon my flight in the XT was over. A smooth controlled touch down; although at pace. Quick comments :

It's fast (cruise speed of 55-60 knots)

It's quiet

It's roomy

It's expensive;

But I am trying to work out a way of getting one!!

Safe flying

Derek Tremain

I asked Derek to do an article on the XT912 because I thought it would me more interesting to have an unbiased opinion. After all anybody who has just spent over \$50,000 on an aeroplane is unlikely to describe it as a dog. But for what its worth I'll add a few thoughts of my own -

The design & build quality is excellent - certainly up there with the latest European designs. The performance isn't quite as fast as the Pegasus Quik but its intended to be more of a sports tourer than than the fastest production trike. The higher wing loading and speed do make it better at handling the rough air. But its still a trike and you still have to work when it gets bumpy. And of course be able to land it also. Its not difficult to fly - anyone with a few hours on trikes would adapt very quickly but like all aircraft it takes rather more hours to be able to know the plane "inside out" and be able to get the best out of it. I'm looking forward to doing exactly that.

John Cresswell

#### NEXT EDITION:

- Julie's ride in Trojan Horse
- Report on Fun Flying Day
- The Club Safety Officer writes ...

## YOUR NEWS – YOUR VIEWS – YOUR COMMENTS

### YOU COULD BE FINED \$5500

New legislation coming to effect in March 2005 will require the owners and operators of **ALL** powered aircraft to secure them against theft when unattended. Recreational aircraft are **NOT** exempt so this **DOES** apply to us.

A cynical person might wonder what sort of threat a 35kt aircraft that only flies in calm weather could possibly present to the population of a (at least partially) free country ? Compared to, say, a tanker full of fuel ? Or the odds on Al-Quida hanging about Watts Bridge in the hope of stealing your trike at 7 in the morning while you wander off to the loo (& wouldn't they just force you to unlock it anyway) ? Some might even question whether the forces of evil have gained another victory when governments feel obliged to enact restrictive laws on minority pastimes so that they can be seen to be protecting the public.

But **NONE** of this is relevant - highly paid (by the taxpayer) bureaucrats will be roaming the country "conducting random compliance checks" so be prepared. Any one want a bet on them appearing at a few flyins - Clifton maybe ?

Suggested anti-theft measures include - Fitting a wheel, throttle or propellor lock, parking the aircraft in a locked hanger, shed or trailer, fitting a lockable control lock & securing the aircraft with a padlock and chain or cable to a permanently installed tie down point or cable.

Since its really not obvious how these would work on a trike I have written to ask for advice. I had hoped to be able to print their answer here but unfortunately the email address in the notice they published in the RAA mag **DOESN'T WORK !!!!** According to the same notice, more info is available by calling 1300 132 400. Hopefully their phone system is better than their email. However problems with their computers doesn't explain why the first formal notification of this legislation was less than 1 month before it takes effect. Even I am not so cynical to suggest the reason is that they **WANT** people to break the law (through ignorance) so they can be caught & fined ????

### EVEN MORE LEGISLATION

Potentially being fined for not securing your aircraft is bad enough but theres another piece of legislation which also affects us. As a result of politics during the election campaign last year 144 airports in Australia have been designated as needing extra security. This takes the form of restricting access to secure areas (Ie airside) to either people who hold GA photo licences or a new Aviation Security Identification Card (ASIC). Getting either of these apparently requires completion of a substantial form with comprehensive personal history, handing over a considerable amount of cash and a lengthy wait while ASIO officials investigate (pontificate on) the level of risk you pose.

The 144 designated airports are those that have any level of RPT traffic even if its once per month or less. And don't worry that there will be nobody there to detain you if you land for fuel without a card - I'm sure theres already an extensive recruitment process. Affected local airports include Harvey Bay, Toowoombah, Maryborough & Bundaberg.

**PS This law became effective on Feb 11<sup>th</sup> !!!!**

### FORTHCOMING EVENTS - GO FLY !

#### Clifton - March 12 & 13 2005

Camping weekend. See Derek for details.

#### Natfly - Narromine NSW March 25-28 2005

RAA fly-in. More for the 3-axis types but I could be tempted .Anyone else interested ?

#### Inglewood, May 1 2005

Inglewood, one of the great weekends away. Fly down, fly / trailer back. Derek can organize ground support

#### South East Qld Trike Gathering - Suggested date Queen's Birthday long weekend, June 2005

Anybody think this is a good idea ? If so lets try to get something organised.

#### Queensland International Air Show - Bundaberg - July 16 - 17

Get there how you like - sleep over at Jo's mum's on the floor. Just need your swag.

#### Teewah Flying Clinic Weekend

Open for suggestions - camp over, competitions etc, date to be organized

**Email John at crezzi@lineone.net or Derek at derekjo@gil.com.au**