



HANGER TALK

NEWS & INFORMATION FROM CABOOLTURE MICROLIGHTS

FOREWORD

Its been quite an active couple of months since the last newsletter. Back at the beginning of Feb six trikes turned out to compete in the Caboolture Fun Flying Day. Congratulations to Graham for winning the spot landing & ensuring the 3-axis guys didn't have things all their own way. That practise run on the flour bombing obviously helped ! Thanks to everybody who made the effort and especially to all who helped organise it.

Many of us also enjoyed a great night at Dereks 50th birthday bash. Congratulations on your half century and a great excuse to be able to spend even more time socialising at the airfield. Somewhat ironic that I usually have to get up at an ungodly hour to go flying but the one night I camp over at the airfield I don't fly the next morning. Self-inflicted so my own fault of course !

Unfortunately none of us managed the planned flights to the Clifton Fly-in or Biggenden Big Sky due to winds but miraculously things improved for the weekend of the Inglewood fly-in which you can read more about in Dereks article. Fingers crossed for some more good flying weekends ahead if this showery weather ever clears up - it makes me feel quite at home !

John Cresswell

PS - apologies for this edition being on A4 paper but our usual access to an A3 printer is no longer available.

This Months Contents:

- Flying in the Trojan
- Job Opportunity
- Dereks Half Century
- You Could be fined \$5500 – Update
- Inglewood Fly-In
- Interesting Website
- Forthcoming Events – Fly In

FLYING IN THE TROJAN

Julie Eddy

In the bumper 8 page January edition of HangerTalk Jules described how she found out she had won the prize in the raffle at Evans Head Flyin - a flight in a Trojan. So to continue her story ...

We arranged for the flight to be postponed until Sunday and we would drive down this time. Another early start as have to be there by 09.30 - no mishaps with the time difference this time. John found a photo with a little bit of history of the Trojan in one of his many aeroplane books It can fly at 300 knots and you can do some aerobatics in it. I had mixed feelings all day, really excited, but then worrying whether I would black out, vomit and if it would really scare me. Anyway, decided to pass on the vodka passing out method of going to sleep, but went to bed early as had to be up at 5.00am again - now who's the whinging pom?

Arrived at 0900 at Evan's Head, met the pilot and his technician, filled in paper work - what no insurance ? Got a briefing of how to use lifejacket, what about parachute?. I was assisted in climbing into the cockpit, instructed on how to use the press to talk to pilot and told NOT to touch any buttons, pedals or joystick apart from the canopy button if it gets stuck or if in an emergency. I'm strapped in over my shoulders and around my waist, helmet on & microphone in place.

I have a huge display of instruments in front of me, I can only distinguish the artificial horizon instrument and the one that tells how many knots we will be travelling at. We taxi a little way and then stop to let the engine and I guess oil temperature heat up. The cockpits are still open and it's really noisy. I'm still feeling a little apprehensive but really excited - I never

YOUR NEWS – YOUR VIEWS – YOUR COMMENTS

dreamed I'd actually ever get to go in one of these types of planes. Eventually we started to taxi out to the runway and the canopies automatically shut so its a lot less noisy now. The pilot, Kim Rolph-Smith, asked if I was ok & I pressed to talk back , and replied yer I'm fine and then off we went. It seemed that we accelerated along way down the runway before we took off. Maybe I'm too used to trikes taking off really quickly, but I'm guessing that this planes just slightly a bit heavier than a trike! We bank steeply left and fly really close to the tops of the trees (well a damn sight closer than I usually see them). We head out over the land to the tip of the coast and then steeply bank around again to the left to fly over the ocean. Once over the water we starting climbing almost amazingly vertically upwards. All I can see is the bright blue sky and fluffy clouds,no ground. I have only seen this once before when walking on a salt lake in Bolivia. There had been an inch of water on the salt lake and the reflection of the bright blue sky and clouds reflected in the water and you couldn't see any land on the horizon, it felt like walking in the sky.



Anyway back to the flight. We carried on over the ocean and I'm sure I saw the fin of a shark pierce through the water. I noticed on the speed reader that we were mostly doing 150-170 knots. It's write up said it would go much faster than that! We then headed back to the airfield and came in really low for a fly past, then back up again banking hard left to head back for the real landing. For the whole time up in the Trojan I had been grinning and giggling all the time (I tend to do this on roller coaster rides as well). I wasn't in the least bit scared and no nausea or signs of blacking out- I'm sure it was a shark!

I was then instructed how to climb out of the cockpit and stood on the wing and insisted that the pilot should have his photo taken with me. I thanked him and told him it had been great. Then climbed down and babbled on to John how good it was and that I wasn't the least bit scared, and now I want a joy flight in an aerobatic plane! Or maybe a mock dog fight in other ex RAAF planes. Perhaps next New Years Eve?



AN INTERESTING JOB

Batoka Sky in Livingstone, Zambia, is looking for a weightshift instructor with min 200 hrs. The job entails flying tourists over the awesome Victoria falls. Average flying is 50-70hrs per month @ 40US\$ per hour. Also included will be a retainer of US\$500 and housing, US\$125. If you want more details contact -
Andre van der Merwe pilots@batokasky.co.zm



This could be the view from your "office" !!!

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

YOUR NEWS – YOUR VIEWS – YOUR COMMENTS

MY 50th BIRTHDAY BASH Derek Tremain

The decision to have my 50th birthday celebrations at Caboolture Aero Club paid off with a superb venue - not noise sensitive and plenty of room.

The day started off with joy flights for the 100 guests, we had three trikes, one Gazelle and the 1934 De Havilland Dragon. 37 people took to the air in a frenzy of one passenger out, the next one in. The flying aspect was quite different to our usual flying. We had to wait for the wind to die down which left us with 90 minutes flying time, the pressure of a quick turn around didn't give us a chance to get to know the passenger and unfortunately the brief circuit didn't give the joyrider a good look at our type of aviation.

The Dragon took 5 passengers at a time on a more sedately pace around the big circuit, Bribie, Glasshouse and back, clocking up 30 minutes for \$30. A bargain and a privilege to fly in such an old girl!!!

A thank you to all the pilots - Des Porter, Chris Pfeiffer, Neil Schaefer and John Cresswell. The last flight touched down just as the sun set, then it was time for partying.

Safe flying
Derek Tremain

SECURITY REGULATIONS - UPDATE John Cresswell

The last edition of HangerTalk contained news of couple of changes to the law - the photo ID card and the requirement to secure unattended aircraft. The fact that the later was publicised in an advert in the RAA magazine certainly implies that the legislation applies to ultralight aircraft. Since then I have seen correspondence from DOTARS which confirms this "*the Aviation Transport Security Act 2004 (the Act) will apply to all powered aircraft (including micro/ultralights and powered gliders) from 10 March 2005*". One concession is that "*if an aircraft is incapable of flight (eg. is undergoing maintenance, being*

repaired, is missing a part/parts essential to flight) then it does not need a locking device fitting". So if you take the front strut with you theres no need to lock the plane up.

However other microlight clubs have also been communicating with DOTARS and have received the contradictory advice that the legislation does NOT apply to microlights. In support of this view is a fact sheet on the DOTARS own website which states that "*Sport aircraft are not included in the category of aircraft required to be secured from theft*". I'm not sure that there is a legal definition of what a "sport aircraft" is but surely microlights would come into this category & hence there would be no need for us to comply.

Since DOTARS cannot give a consistant answer it seems the decision is left up to the individual. The choice is between carrying a hefty padlock & chain (complying with Australian Standard 4145.4-2002) or carrying a printed copy of the factsheet with which to argue your case when some bureaucrat accuses you of breaking the law. Should you choose the latter course, point your browser at www.dotars.gov.au/transsec/aviation/fact6.aspx (& don't blame me if you get fined \$5500 !).

STOP-PRESS !!!!

Just before printing I checked the website & the factsheet has been changed. It now states that only unpowered aircraft are exempt for the security requirements. So now you know.



Six trikes at the Caboolture Fun Flying Day

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

INGLEWOOD FLY-IN Derek Tremain

And is it on or off????? Week of preparation end up with three trikes taking off on a windless Saturday morning perfect triking weather. A slight head wind or a slight tail wind, depending on height took us on a direct flight path to Inglewood, over flying Gatton College, Clifton then Ing. The decision on where to refuel was made once our progress was finalised. Funny enough, I was leading the three trike echelon. John Cresswell trimmed back to my 40 knots and Dave Marsh burning up the sky at 50 knots, he probably traveled 15 nautical miles further than us. 1 hour 10 mins saw us over Gatton so a quick call on the chat channel "Banges for fuel" - everyone was in agreement.



Our arrival and landing was uneventful but we were to be upstaged by a Rans S6 Coyote from Gympie going around from a downwind final, only to approach down wind again, this time touching down heavily, bouncing and digging in his nose wheel then flipping over. The rescuers looked like something out of a World War II scramble scene, running down the runway. Thankfully, the embarrassed pilot stepped out of the upturned aircraft, just a bit shaken and probably stirred. The aircraft was severely damaged.

Sorry, got to get moving and we were off to Ing. climbing to avoid rough air and eventually ending up at 6000 ft where the air was smooth and cold. Inglewood circuit was buzzing with the usual mixture of aviation.

IN THE NEXT EDITION:

I have no idea. Honestly !!! I might have to resort to extracts from the "Cresswell Diaries". Please help me to save you from this fate by sending some articles or suggestions. Anything flying related would be great ! Thanks – John Cresswell

Four trikes, hang gliders, Drifters / Fisher Mark I and an assortment of ultralights made up the concoction of microlight / ultralight aircraft. We were entertained throughout the weekend by the Drifters low level stunts, the antics of the powered paragliders and the graceful take offs and landings of the hang gliders.

The forecast for Monday was strong winds on the coast, Chris Pfeiffer flew in on Sunday morning, passing John and Dave on their way back to Caboolture. A great weekend was had by everybody. Chris departed Monday morning and I trailed home.

Safe flying
Derek Tremain

INTERESTING TRIKE WEBSITE John Cresswell

I was sent this link by a friend in the UK. It's the website of (what is claimed to be) the worlds only microlight display team. Its well worth a look next time you are websurfing. If you have broadband theres a 5 minute videoclip you can download. Its great but at 13Mb it would be a bit slow on dial-up so I'll put it on a CD for anyone who wants to see it. http://www.matteam.com/English/home_e.htm

FORTHCOMING EVENTS – GO FLY !

Queen's Birthday long weekend, 11-13 June 2005

There hasn't been any interest in organising a trike gathering for the Queens birthday long weekend and its nearly here so too late now. However its not too late to organise something amongst ourselves. The best suggestion (so far) is a flyaway and camp weekend possibly combined with a bit of a flying clinic. What do people think about this ? Where do you suggest ? Any better ideas ?

Raglan Old Station Fly-In. 11-13 June 2005

A very friendly fly-in and a place to go if we don't organise something else for this weekend.

Queensland International Air Show - Bundaberg - July 16 - 17

Get there how you like (but its not as far as you think). Should be a great airshow - see www.queenslandairshow.com. Derek says we just need our swags and we can sleep over at Jo's mum's on the floor (does she know about this plan ?).