



HANGER TALK

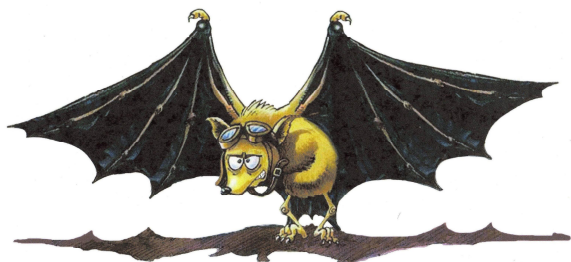
NEWS & INFORMATION FROM CABOOLTURE MICROLIGHTS

Foreword

We have had a reasonably active couple of months and most of us have managed to "commit aviation" on at least a few weekends despite a fair bit of rain. I'm delighted that so many of you have taken the time to scribble a few words on your exploits for inclusion in the Hangertalk too. It makes filling these pages so much easier so please keep it up - contributions are always welcome.

As you can see below, Caboolture Microlights have acquired a new logo and a new nickname, "The Fruit Bats" courtesy of the guys from Flying Diamonds! Very kind Gents but I think we should get our own back with a suitable name for your craft - any suggestions?

John Cresswell



YE OLD STATION Derek Tremain

Our window of opportunity was only 5.5 hours. The planning had been minimal & the weather was always threatening. So we prepared the XT the previous day for a take off 10min before sunrise. .

John logged on to the World Wide Web at 4.45 am to collect the up to date weather information, picked me up and we had the trike rolling out of the hanger at 5.55 am. Some last minute packing and we were ready for the 6.25 am take off. Then John started speaking French. I've broken the f***ing pitot tube off he exclaimed in a myriad of profanities.

This Months Contents:

- Ye Old Station Fly-in (or not)
- Dave's blackmail threat
- Adam chasing the birds
- Fun flying with Bob
- Forthcoming Events – Fly In

It was still dark, so we looked for a tube like replacement, brake fluid hose, nope too small, bic biro pen, yep just right, cut the end off, pushed on the ASI hose and bob's your uncle. We then boarded for a 7.00 am take off, taxied to one two threshold, for a pre flight check. ASI indicated 30 knots, something is wrong, a quick taxi, then maybe a take off and circuit might fix the problem. ASI indicated we were doing 80 knots in circuit; we landed immediately, to sort this out once and for all.

It was now daylight and under closer inspection, the perfectly sized biro was indeed sealed off with a plug that looked like a hole. Now which of us is the idiot? After some debate, we agreed to share the blame. It was now 8.00 am. Raglan was 230 nautical miles away, we knew from our circuit that there was 10 - 15 knot headwinds; an airshow was due to start at midday, and the forecast for Monday was rain.

So we decided to head off to Biggenden, which would have been our first leg to Old Station. Smooth 10 knot headwind air all the way, 2 hrs 30 mins later we touched down at a deserted Biggenden air strip, walked to town, had eggs and bacon; then back to Caboolture via Gympie. We decided to do a dump and burn at Gympie, that is me a number two and John a quick fag. After 5 hours flying we arrived back at Caboolture.

Conclusion

If you want to see the sights of Brisbane, i.e. Bribie, Moreton, Kilcoy, Watts, Caloundra etc,

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come with me. If you want to freeze, be bored shitless for 2 hrs 30 mins, travel in a straight line holding your bladder, fly with Cresswell.

But credit to Cressie; the GPS is actually an ornament on his dash, he flew the trip entirely on charts and knew exactly where he was and how much fuel he had and more importantly needed. A good day's winter flying was had and maybe we'll get to Old Station one day.

Safe flying - Derek Tremain

SIX YEARS ON Dave Marsh

Hello to all fellow microlight aviators !

Thought it was about time that I send in a contribution to Hanger talk ...I've only been flying with some of you guys for abouthang-on!...let me consult my flight log book.....first microlight flying lesson was with Steve Marsh back in August 1999 !

That's nearly 6 years of flying! And I haven't written a thing Wow... time flies when you are having fun (pardon the pun). It only seems like yesterday that I met Derek (SQUADRON LEADER) and Graham, and over these last six years, I cannot recall any of us having any altercations between us, which goes to say that there's good fellow comradely among us all! We've always been there for each other in times of need, like the time when Graham thought it would be a good idea to do an "OUT-LANDING" over on the mud flats at the Beechmere River mouth and realized that the landing surface wasn't very hard after touching down in about a foot of mud...I certainly learned a valuable lesson on how to suddenly abort an out-landing and later how to help retrieve a microlight out of a swamp....that was fun, was happy to be there that day!

But at the end of the day...its all about having fun, hey Graham? Anyway,,I will write more about that later in another Hanger Talk issue! As a matter of fact after looking through my log book there's heaps of little stories that I'd like to write about! Here are some topic's of the stories that I'd like to share with you in other up & coming issues -:

- (1) Things that a microlight pilot should have in his survival kit after experiencing a "prop-strike" over at Koringal, on Morton Island, like a bottle of locally made home brew that had the ingredients of nitroglycerin and sugarcane and 1 roll of 100mph grey duct tape! To tape up and balance de-laminated prop blade
- (2) The trials and tribulations of a ceremonial spreading of ashes from a microlight. And what it takes to clean out your air intake filters afterwards.
- (3) Experiencing an engine failure at 300ft over the Caboolture dump with our Squadron Leader (Derek) sitting in the back nursing a sh*tload of camping gear.
- (4) Why I shouldn't have taken Rowena for a joy flight over to Morton Island without having a sick-bag on board.
- (5) Why we shouldn't fly over Woodford Hippy Music Festival whilst everybody is engaged in the illegal inhalation of green vegetable matter.
- (6) And why we all should have consulted our Enroute Supplement Australia (ESA) to confirm the correct approach radio frequency before we all flew to the Hervey Bay Air Spectacular. And how I enjoyed my return flight back to Caboolture after experiencing a windshear at 3000ft over Inskip Pt.



I might also talk about the flight to the Coolum Model Flyer's Club that Bob and myself went on - excellent flying there and back and we learnt a lot about flying through Maroochydore airspace whilst it was activated, talking to the tower etc!

Until then happy trails and safe flying to you all
Dave Marsh

Gearbox Oil

Derek has sufficient 85W-140EP oil for all the 2 stroke trikes so if you are due for a change (when did you last do it?) have a word with him.

JUST ANOTHER DAY CHASING THE BIRDIES Adam Silk

It's the usual start to another day playing in Gods playground at Caboolture. Clear beautiful blue sky, kangaroos lined up along the run way just begging to play chicken.

Fresh - did I say it was fresh? Maybe I should have said I found it to be so cold that when I walked around that morning doing my pre-flight I could have sworn I heard the church bells clanging in time with each step.

The mission for the day was to fly as a group over to a nice old guy's place who has an air strip in his backyard (lucky chap, I wonder if Santa takes requests). The strip is not much bigger than an overgrown cricket pitch with quite an electrifying approach obstacle, certainly not what I am used to playing with in other places.

Flying with me this morning is the man with the experience who has thankfully offered me his services just to make sure I haven't started to develop any bad habits, for his services I am truly grateful.

"Clear prop" and we are off taxiing for 06, make the appropriate call, enter, roll and we are off. The mist rolls back and the sky opens up, the sun hits your face and you feel that soulful satisfaction of flight.

As usual I am always the last to get off the ground so I have to play catch up. Whenever I am the last one left on the ground, I always get this mental picture of a fluffy little yellow chick running after its mother as fast as its little legs will carry it running. Mmm maybe I have some issues I have to address :-)

We bank left and start to head west over the hills. The air is from memory fairly clean with a little bit of a headwind but nothing to worry about. Ahead of us the valley opens up and you can see the crystal blue water snaking out north south ahead of us. It's starting to get cold but I can still feel my fingers and toes. The co-pilot

seems happy in the back seat keeping a look out for the position of the others while I play silly buggers with the radio.

Over the water now, at about 3,500' fairly clean still air. Now it's so cold I can hardly feel my feet (one pair of socks - silly boy) & hands are getting cold too. I make the suggestion to the co-pilot that maybe we should loose some height to gain some warmth, his tone of voice sounded like he had the same idea about ten minutes earlier. At 2000' it's warmer but the air conditions just turned to @*!?. On descent there was nothing to indicate rough air but I look around to see how the others are fairing in the conditions and it becomes apparent that we are all in a bit of a washing machine.

Three miles out and the conditions have not improved, I am watching the rest of the group ahead of me descend to circuit height and start to form a pattern. I now have visual on the strip but can hardly feel my feet which isn't real good for throttle control. I'm watching the others on final and it's not pretty to say the least! There is some serious rotor at the base of the strip and a reasonable cross wind. Two aircraft land with a lot of wiggling of wings and I am now watching with concern as another trike is being smacked around like it's in a spin cycle in a washing machine. After three attempts the trike turns for home.



Now it's my turn, for varying reasons I have made a point of spending the vast amount of my hours (all 70 of them) doing circuits and perfecting landings at Caboolture - I'm up to about 250 landings so I'm feeling reasonably confident. Problem!!! Most of my landing practice has been one up and no extra fuel on board - today I'm heavier with a co-pilot and two jerries of fuel mmm. Oh did I mention I no longer can feel my feet now?

Bar in, clear the electrifying obstacle, round out, then realize I am going to slow. I tell my foot to hit the gas, there's a slight frozen moment of hesitation from the foot, foot on the gas a second later and we bounce onto the ground. I had

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literally stalled and fell out of the air from just under a metre above the ground. After this landing and the fact the cross wind had not let up I let the co-pilot fly home. So what did I learn ?

- 1) Mother Nature can and will always surprise you (the forecast was for light winds).
- 2) Just because it's fine when you take off does not mean it will stay that way.
- 3) Be aware of the weight of your air craft and how that weight will affect its performance.
- 4) Wear two pairs of socks, and a pair of gloves.
- 5) Carry a change of undies for the co pilot.

CABOOLTURE FUN FLYING DAY Bob Samuels

John Cresswell has asked me to put down a few words on the fly held in Feb at Caboolture. Well we all rolled up early to beat the onset of rough weather. There was a good show of support with every one bar a few showing up early to prepare.

It was a bit more hectic than usual as everyone was busy preparing for the cross country task ahead. The task set was for a 6.30 am take off followed by a leg to the mouth of the Caboolture River then track straight for the Bribie Bridge, across the bridge and over to the east side of Bribie along the beach then up to the Tower , left turn and head straight for White mountain. Then a left turn and back to Caboolture. Each person had to state how long they would take to complete the course.

The first leg saw Roger take off first followed by Adam and myself. The rest of the pack followed. We were tracking together for the first leg at about 1500ft. This soon turned into a free for all as every one split up and went there own way. It was funny to see every one arrive at Caboolture realising they were early or too late and all of us having to adjust our circuits to suit.

I thought I was early so I did a large circuit only to find I was actually 5 minutes late. Everyone did pretty well with John Cresswell achieving only a 15 second miscalculation - well done John. We all landed safely and were briefed on our next task of flour bombing and spot landing. Derek, Dieter and Ken checked the finish line as we all dropped

our flour bombs, some early some late. A few of us, including myself, were disqualified as we were supposed to be at 100ft. I was too busy looking at the line not the altimeter. It was good practice as this was not something you usually do.

Spot landings were also great fun and also challenging as early landings would be disqualified. What also made it difficult was the line being further up the strip and not where it usually is. You were also not allowed to give it a squirt of power on the way in. It all went well and a great experience was had by all. We then enjoyed the club hospitality for the day as the Ultralights started on there tasks. A Sausage sizzle and a tour of the War museum was next with my kids and parents in law. The kids loved playing in the simulator and sitting in the old Russian Mig fighter. It's amazing how cramped it would have been. The seating wasn't exactly luxurious back then.

There was a great turn out from the gyros and the ultra light fraternity who all contributed to a great day. It's a good way to get family and friends out to see what it's all about and also a great way to brush up on some flying skills.

The winners of the cross country and the flour bombing went out to two of the ultralight guys sorry I didn't get there names. But hats off to Graham for winning the spot landing, good on ya Graham, good to see one of our guys getting up there.

So a good day all round with plenty of support showing up. Thanks to Derek, Ken and Dieter for giving their time in the hot sun. Not to mention the Sausage Sizzlers toiling all day on the BBQ. I would like to declare the fly in a success and I hope there are more of them in the future.

Cheers - Bob Samuels

FORTHCOMING EVENTS - GO FLY !

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. If flying in you can pre-register on the web at -

www.queenslandairshow.com/index.php?page=flyin