



HANGER TALK

NEWS & INFORMATION FROM CABOOLTURE MICROLIGHTS

Foreword

Summer is well on the way, the temperatures are increasing and sunrise is getting earlier which means even less of a lie-in on weekend mornings ! It's a real struggle for me to get up but I'm always glad I made the effort whenever I've blown the mental cobwebs away with an hour or two of flying.

Two trikes, a Drifter & the Gazelle managed the trip over to the Boonah Flying Tigers fly in last month - a very pleasant day out at a surprisingly big affair with quite a few visitors from the local area. One of the great thing about these events (apart from the opportunity to "sticky beak" other planes & meeting the pilots) is that you can get a coffee & breakfast. On our usual fly outs we can't get these (at least until we get back to Caboolture).

Our motor-glider friends have been on a much bigger trip - up to the top end to fly the world famous Morning Glory wave cloud. They must have been so enthusiastic about the gliding because there is a rumour going round that they tried to glide back home too. I had always assumed that the point of having an engine on a glider was so you didn't have to land out in paddocks !

And finally this is the last Hangertalk you will be able to blame me for. At our AGM, I was delighted that Peter Zammit volunteered his services as editor. Thanks for all your contributions and, on Peter's behalf, please keep writing them.

John Cresswell

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CABOOLTURE MICROLIGHTS AGM

Sunday 9th October 2005

John Cresswell

Present : Derek, Brian, Graham, Neil, Dave
Bob, Peter, Inge, John

Apologies : Adam

No formal report from the Safety Officer but there was a lively discussion. Peter suggested having a regular maintenance day / safety workshop. It was agreed that there should be maintenance theme suggested in each edition of Hangertalk.

The subject of 2-stroke oil was discussed as the the existing Penrite brand used by many has been discontinued. Adam obtained advice from Bert Flood that Castrol Aktiv 2T was recommended - several people already use this. Graham advised that he has an account and can obtain a discount on bulk purchases. Other "better" brands were also suggested - more investigation required. It was generally agreed that, whatever type is used in a plane, it is preferable to stick to that type.

A reminder to monitor 121.5 before and after each flight led onto a discussion on the use of Epirb. If anybody can source some good value personal distress beacons it would be of interest to several pilots who currently don't have them. Even units operating on 121.5 still have a few years of life and would be worthwhile at the right price. I have 2 life jackets if anybody is planning a flight involving water crossings. These can be borrowed on the understanding they are replaced if used. I also have an immersion suit for any serious over water flights ! Peter mentioned checklists and offered to produce some large size ones for display in the hanger.

The Hanger Manager (Derek) reported that the recent crisis of space had been resolved - at least

YOUR NEWS – YOUR VIEWS – YOUR COMMENTS

for now. The intention is to keep Hanger 91 as the home base of Caboolture Microlights but further space is required if we are to encourage new members. Please keep your eyes & ears open. It was noted that the doors of hanger 91 would benefit from some preventative maintenance and Dave offered a fridge and promised to keep it "full of pop & p*ss" :-)))

The Secretary / Newsletter Editor thanked everybody for all the contributions to the newsletter received over the last year. A copy of Hangertalk is emailed to several other Australian microlight clubs and the editors of their newsletters regularly comment on both the quantity and quality of these.



It was agreed last year that the nobody should hold the same position on the committee for more than 1 year nor be a committee member for more than 2 years. Accordingly the committee for 2005/2006 will be comprised of the following volunteers who were all unanimously elected -

Neil Schaefer - Safety Officer. Neil agreed to provide a regular a contribution to Hangertalk and also mentioned that he has negotiated 1 Saturday each month when he doesn't have to work. Hopefully this will allow him more time at the airfield when the rest of us are there.

Graham Roberts - Hanger Manager. Occupants of Hanger 91 who pay by bank transfer will have to change the payment details. Graham will advise & requests that fees are paid on time.

Peter Zammitt - Secretary & Newsletter Editor but with regular contributions of all of us.

Derek Tremain retains the unofficial post of Squadron Leader / Spokesperson and also offered to work on a Caboolture Microlights website.

The general consensus was that it has been a good year since the last AGM although several plans didn't come to fruition. Everybody would like to remain at Caboolture and expressed concern at

the limited hangerage caused by the uncertainty of the long-term future of the airfield.

Finally there was a discussion about the forthcoming NAS2c airspace changes especially the change to the give way rule which, as written in the publicity pack, suggests that microlights below 55kts have to give way to all other traffic. Several people advised that they had been assured that this is not the case - the new give way rule only applies in the event of a collision. There was a great deal of concern that, if this is indeed the case, there is no material to support it and many pilots will misinterpret the rule. John mentioned that he has written to the DOTARS minister and CASA to express his concern over the safety implications of this confusion and suggested other concerned pilots might wish to do the same. Neil asked that anybody who is involved in a situation where they are forced to give way by another aircraft should supply him with as many details as possible (including the registration of the other aircraft).

There was no other business so the meeting ended at 1210.

A FAMILY DAY OUT Pete Webb

Its 5:00am on a Sunday morning and not only do I have to get myself up and awake I also have to stir some life into my two younger sons Ed (age 11) and Natt (age 14). The reason for the early start is a leisure trip from Caboolture to Greenfields by micro-light, piloted by my brother-in-law John, Neil and Derek. The outward leg of the trip is up the coast through controlled airspace and we have until 8:00am to get through before it becomes operational.

Fuelled by flasks of coffee (and milkshake for the boys) we make the airfield in good time. Neil already has his plane out of the hangar, and as we unload the car we discover that we only have two spare flying suits between the 3 of us (passengers). This is resolved by giving the suits to the boys and me borrowing various layers of jacket linings and fleeces from Derek and Neil with assurances that it won't be cold anyway.

YOUR NEWS – YOUR VIEWS – YOUR COMMENTS

The seating arrangements are organised to minimise advantages of faster planes. Ed being the lightest is Derek's passenger, Natt is to travel with Neil and I am with John. That was the plan anyway, and Derek had no problem at all with Ed. Unfortunately when Neil attempted to take off with Natt he had a recurrence of an old misfire problem and felt the safest option was to land immediately and return to the hangar and try and sort out the problem. Fortunately John was still getting prepared and we could re-assess the seating strategy. Rather than risk leaving Natt behind in the event Neil could not resolve his misfire, me and Natt swapped seats and Natt took off with John. A quick fuel line change later and Neil was also happy with his plane and we were all away.



The first leg of the journey was up the coastline. Due to the delayed start it was a bit of a dash to clear the restricted airspace, but we made it in plenty of time. There were fantastic views of the resorts we had visited in the previous week (at ground level) with lovely clear skies and thankfully a smooth flight. Sadly there were no dolphins or other aquatic creatures to be seen.

A few miles before the first landing a slight misfire recurred with Neil's engine. This was not bad enough to lose power, but indicated that the old problem had not been resolved. However the misfire soon cleared itself and we made a smooth landing to meet up with John, Derek and the boys, along with some other micro light pilots who had flown up earlier.

This first stop was more on a scale that I associate with micro light airfields (from my very limited experience in the UK). A grass landing strip, visitor book and not much else.

The second flight of the day was a quick flight over a lake to a private airstrip in someone's back yard. Although Derek knew the chap, we were arriving unannounced and so a 'professional' approach was adopted, with all micro lights landing in sequence.

Despite the lack of forewarning, the chap who owned the airstrip (and his large dogs) made us very welcome and treated us to a tour of his hangar. This contained half a dozen operational light aircraft of various vintages, and hidden behind a RV was a collection of vintage motorcycles including a Vincent and some 1960's Triumphs.

The final leg of the trip was back to Caboolture via an inland route as the coastal route airspace had by now become operational. This took us back on a course parallel with the Bruce highway, with stunning views of the Glasshouse Mountains. John having the fastest plane made a detour with Natt to inspect these at close quarters and to discover if anyone was adventurous enough to be climbing them.

Neil and I were pacing a truck on the highway and admiring the views of the mountains and of the high-rise buildings of Brisbane in the distance. By this time I had worked out a system to reduce the wind noise from the intercom system (stuffing up the gap under the visor with my fleece) and was listening to calls from a light aircraft wanting to fly up along side us so he could view the 'powered hang glider'. Try as he might he was too quick to match our pace.

When we arrived back at Caboolture our adventure was rounded off by an eagerly anticipated 'fry up' at the clubhouse (delicious!)

A big thank you from Pete, Natt and Ed Webb to all who made our trip so enjoyable.



Natt poses in front of Neil's trike.

SAFETY MATTERS Neil Schaefer

Welcome to my first column as club Safety Officer, thank you for your vote of confidence in me and I will endeavour to meet and exceed your expectations in the role.

More importantly I would like to open thought and discussion by asking everyone what they expect, now hang on a minute - not from me, but from the following:-

What do you expect from your aircraft ?

What do you expect from other pilots ?

What do you expect from your environment ?



Most pilots would say they expect their aircraft to be reliable, to start every time, to fly straight when trimmed, and to give years of trouble free service, and eventually a high resale, now the last one is more out of our control driven by market forces, but it amazes me when I ask what the owners do to ensure these things happen, there is often a very long pause, followed by a programmed answer about following the maintenance schedule.

Let me ask this - if two metres of bungy elastic costs \$15 and the elastic was to break mid flight on a tip strut or outer batten - what do you think the real cost would be in an accident? - how long does it take to do? Less than one hour.

If you've waited for the perfect day to set off on that big trip and you get a puncture while taxiing on a bald tyre - how annoyed will you be compared to a \$100 bill and an hour of maintenance.

We often sit and talk about flying, and sometimes we are drawn into casual judgement about others, be it radio procedure, right of way, navigation skills, landings etc, etc; but how often do we get it right everytime - Do we focus on all aspects of our flying all the time, are we constantly thirsting to be better? When was the last time you practiced an emergency power off landing, practiced a stall

and correct recovery, or said out loud a radio call in your car on the way to work. All too often we get our wings and think that when the training stops, so does the need to learn. Or do we just say that this is fun flying "I'm safe", "I fly well", and leave it at that.....

And finally the environment we fly in. If the windsock is dead, yet the forecast was for 20kt winds, what do you think is happening?

If you fly headwind to a destination, would you deviate from course to avoid tiger country, or just climb higher to give more safety margin?

If you are in the middle of a stable high pressure system and the night before is warmer than usual - what implications can this have on the next days flying - particularly in winter?



We can go on and on with the presumptions and the scenarios, but I think we all get the point. Safety is the art of saying to yourself "What If" - and knowing a solution before you take off. Safe flying is learned knowledge married to practiced experience, celebrated with copious amounts of active prevention and not cure - there is no cure for falling out of the sky, running out of runway, hitting anything, or getting caught out - **THERE IS ONLY PREVENTION.**

Over the next few months I would encourage all of you to do some self examination on the above as they relate to you- everyone is different, but the basic rules apply to everyone. I learnt an old saying many years ago

"If you not improving or going forwards in life, then you are really going backwards". This could never be more aptly applied to aviation and particularly the predominately self regulated environment we operate in. If we want to keep these freedoms then we all have to accept the responsibility that come with this - and this starts and finishes with each one of us.

A final one from the pilot's book of quotes "The air like the sea is terribly unforgiving of errors in judgement"

CABOOLTURE AERO CLUB AGM John Cresswell

Graham & I represented were the only trikers in a large group who attended the aeroclub AGM where, unsurprisingly, the major item was the future of Caboolture airfield. President Ray Vuillermin discussed the various alternatives in light of the recent council refusal to allow the construction of additional, and much needed, hangerage.

Rays address will no doubt be in Airwaves but, in summary, the options are (in order of preference - to negotiate a new lease, to attempt to buy the airfield when the current lease expires or to pursue the idea of a new airfield as a replacement for both Caloundra and Caboolture. Clearly the committee is involved a lot of negotiations involved with any of these options and due to the sensitive & financial nature it isn't always going to be possible for the membership to be informed of this.

It was stressed that, whatever the future, things WILL change at Caboolture with the arrangements being on a much more commercial basis. One thing that all of us can do to assist is to be good neighbours. It isn't going to help the negotiations if the locals make complaints about noise or low flying. We need to constantly be aware of this particularly as we are slower & tend to fly early mornings (especially in summer). And finally please take any opportunity to "spread the word" to Caboolture residents and especially councillors of the valuable resource that the airfield is.

FORTHCOMING EVENTS - GO FLY !

Greenfields Annual Toy Run / Flyin - Nov 27th

Grab yourself a toy and try to make this trip - by all accounts - it's a great event and definitely in a good cause.

Evans Head - Great Eastern Fly in. Dec30-Jan 2 Another great event - start planning !

NATFLY 2006 - Narromine,NSW March 14-16

I know it's a long way off but is anyone else interested in flying there ?

STOP-PRESS

New Caboolture Aero Club website now online !
www.cabaeroclub.org.au

NAS2c AIRSPACE CHANGES

John Cresswell

Most of you will be aware by now of the concerns regarding the impending NAS2c airspace changes. These include radio frequency congestion, potentially dangerous circuit procedures but most worrying are the changes to the long established give way rules which affect microlights slower than 55kts. Many people have raised these worries with DOTARS who have verbally confirmed that such microlights do NOT have to give way to all other aircraft either in the air or on the ground. The changes are meant to be interpreted that "slow" microlights should give way to other aircraft in the event of a collision only. The documentation distributed to pilots directly contradicts this and DOTARS have repeatedly stated that they are preparing new information to clarify this misunderstanding. However, at the Caboolture presentation they promised they would update the website and this still hasn't happened 6 weeks later so don't hold your breath and expect a few arguments in the meantime .

WANTED

Reliable diesel or steam engine, preferably single cylinder, with no electrics to go wrong, would like anything with a water trap, and or hot tube ignition. To fit Quantum (with minor mod & coal bucket attachment). No carburettor engines please as these have a habit of dropping off. Unit required to replace ailing Rotax 912, must be capable of full power cross country flights to Sittles Farm with beer belly on one bucket of coal or heavily diluted diesel. Weight no problem. Price under £50.00

This advert came from the magazine of the UK flying club I used to belong to - it was placed after my friend had an engine failure on his Quantum. The farm mentioned is only 1nm away from his hanger & he got a lot of mickey taking as his is the only 912 trike there !

Caboolture Microlights Contact List

Brian	Perrott	Drifter	M 0419 951 199
Murray	Barker	Hanger 91 Owner	H 3261 4676 M 0412 947 122
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IF YOU HAVE ANY OTHER CONTACTS YOU WOULD LIKE INCLUDED ON THIS LIST, OR DETAILS ARE INCORRECT, PLEASE LET ME KNOW, SO I CAN INCLUDE THEM IN NEXT UPDATE - DEREK