BI-MONTHLY NEWSLETTER JAN-FEB 2006 ISSUE NO. 9

HANGER TALK

NEWS & INFORMATION FROM CABOOLTURE MICROLIGHTS

Foreword

Happy and Safe New Year to All And May all your landings equal your take-offs !!!

Over the last year the efforts of all the team especially those elected to continue the clubs affairs need to be acknowledged. Special thanks as always goes to Derek ('Pom' as he was introduced to me at the start of '03) – He is truly the glue that holds the group together. Similarly thanks goes to John Cresswell for his tireless work as editor of Hangertalk and his continued effort to stretch our horizons in a safe and interesting way. Having said that, we would be a club if it wasn't for the work of all members so thanks for a wonderful 2005

Looking forward, 2006 should be another interesting year. A chance to start afresh and really look at what we want to get out of the club and flying microlights. The main thing that I've learnt is I do this for fun not profit. Therefore if you have any advise, articles, stories or suggestions that you think would make flying more fun, send it in. They will be published. To all those who have put forward articles thank you very much. Some I have held of until the next issue, but they all will be published.

Again, thanks for all your contributions and please keep writing them.

Peter Zammit

This Months Contents:

CHARTS – A REMINDER ON THEIR USE

John Creswell

A bit of a reminder of the various charts and their uses. This is mostly for those of you doing your cross-country endorsements to help you decide which you need to have.

Visual Terminal Charts (VTC) are 1:250000 "quarter mil". They show both geographical (hills, lakes etc) and aeronautical (Prohibited/Restricted/Danger "PRD" areas, airfields, control airspace etc) information. VTC are usually updated twice a year. There are 2 VTC which cover Brisbane.

One is Brisbane/Maroochy/Coolangatta, which basically extends North & South from Brisbane. If I remember correctly it stops somewhere just north of Teewah.

The other VTC is Brisbane/Oakley, which goes inland as far as Dalby.

Visual Navigation Charts (VNC) are 1:500000 'half mil". They also show geographical and aeronautical information. There is just one VNC covering Brisbane, which stops at Maroochy to the north and extends south to as far as Coffs Harbour. It doesn't go inland as far as Dalby though. VNC are updated twice a year.

WAC charts are 1:1000000 "one mil". They contain geographical information but the only aeronautical information is the location of some (mostly major) airfields. They do not show controlled airspace or PRD areas & are updated infrequently since the landscape doesn't change very quickly !

Email Peter at peterzammit@dodo.com.au or Derek at joderekbulimba@optusnet.com.au

Enroute Route Charts (ERC) are large scale and show only aeronautical information such as controlled airspace and PRD areas. There are 2 types "High" and "Low". As "High" is for use above FL200 is not much use to us. ERC are updated twice a year.

Enroute Supplement Australia (ERSA) is the thick book which contains details of all licensed (& some unlicensed) airfields & much more besides. ERSA is reissued twice per year. All of ERSA can also be viewed on the web

So which charts do you need? The answer depends on where you are going to fly.

If you will only be flying in areas which are shown on VTC or VNC then they are the charts you need. Although both these show where PRD areas are, they do NOT give any information on the type of hazard or the hours of operation. You will have to obtain this from either ERSA or ERC-Low.

However if you will be flying in areas which are not shown on either a VTC or a VNC you have to use a WAC for navigation purposes as it is the only chart showing the geographic information. Since WAC do not contain aeronautical information you will also have to use an ERC-Low to determine if there is any PRD areas or controlled airspace where you will be flying. You can't get this information from ERSA as it doesn't show where these are.

Regardless of where you will be flying you may need to reference ERSA for details of any airfields you intend to land at. Or possibly the AOPA Australian Airfields guide or the Country Airstrip guide.

I'm sorry it's as complicated as this but it's not my fault that Australia is such a big country and needs so many charts !

SAFETY MATTERS

Neil Schaefer

Welcome again fellow Microlighters , this month I want to cover the following important safety items:

- Final update on NAS Changes now effective
- Summer weather patterns
- HGFA medical requirements for passenger carrying
- Flying wire corrosion issues

We are now live with the latest incarnation of CASA's airspace model. Last minute lobbying by various recreational aviation bodies; including our small club have been instrumental in DOTARS issuing a clarification on right of way- now clearly advising our rights as lower speed aircraft are not to be infringed by the NAS implementation- everyone should have received the information pack sent out in November.

For those of you who purchased updated VTC's, you will be aware that CTAF flags have been added and that Caboolture and surrounding area remains as CTAF not CTAF(R) – for those not sure the (R) suffix is the replacement for MBZ's which have been abolished under the new airspace model.

This month's soaring magazine covers an interesting accident involving a trike and one worth mentioning in these pages. Our owners manual clearly outline the maximum direct wind (penetration) and cross-wind (stability) components we should fly in, but the issue of turbulence is often neglected.

Being weight shift aircraft we lack the mechanical advantage and leverage of three axis aircraft in turbulent conditions, on the plus side we generally having lower stall speeds, but our lower mass and therefore momentum leaves us more vulnerable to both thermal generated disturbances as well as mechanical disturbances and wind gradient as well.

In our summer conditions, thermal activity can start as early as sunrise and in trough or unstable weather patterns can be significantly magnified. Combined with our summer predisposition to northerly-based wind patterns we can have plenty to deal with in circuit at Caboolture – and other places locally as well.

When these conditions exist we need to be extremely vigilant as to if we fly, how we fly near the ground and identify the root causes of the turbulence and avoid it if possible.

Mt Dumpmore is a particularly active trigger point for thermals and is right in the path of Downwind 12 or short base for 24. The trees to the north of 06 threshold and north and south of 12 threshold are also significant mechanical turbulence generators that can affect approach and round out when X- wind conditions exist.

When away from your home field, learn to recognise the signs that affect micrometeorology – ex hang glider pilot's are generally well versed in this stuff, but we all should understand the potential dangers close to the ground.

Finally, a mention on speed to fly, in turbulence. As a rule of thumb **1.5 Vs (Stall speed**) is the accepted speed to fly. More is not always better and less definitely is not. Excessive speed to compensate for energy loss through gradient can result in Pilot induced oscillation and overstressing of the aircraft. 45-55 kts for our aircraft will roughly fall in to the above guidelines.

It is a HGFA and RAA requirement to complete an airworthiness Medical examination if carrying passengers with a passenger endorsement. This applies to fellow pilots as well. CASA have a **form 1162** that needs to be submitted prior to getting the medical. This is for an ARN, (Aviation Reference Number), sort of like Australia Card for pilots.

Anyone who has access to a D.A.M.E. (Aviation Medical Examiner) will need to allow 6 weeks for the ARN to be processed before a medical exam can be taken.

A list of DAMES and forms are available on the CASA website (**casa.gov.au**)

It's been happening since Otto and the Wright brothers started doing pre- flights, but stranded wire corrosion is alive and well. Green colouring in end shackles, particularly on A Frame connections are vulnerable. If your flying wires have done 500 hours or more, particularly in coastal conditions such as ours, then they are probably well over due for replacement. A good coating of Inox will help, bit heat shrinked points are impossible to lubricate. Running a soft cloth along wires is the preferable way to check surface condition of wires, it reduces the amount of sweat deposited on the surface and will pick up any broken strands easily. Remember if they are not right, don't fly until they are!

Blue Skies & Bloodshot Eyes

PILOT PROFILE – Derek Tremain

I was born in the south east of England on 20 March 1955 in a region called the Medway Towns, a group of five towns nestled on the river Medway. I grew up in the town of Rochester, lived and went to school under the flight path of Rochester Airport.

When I was 5-7 years old, I can remember day trips to the seaside on an old 1926 paddle-steamer called the Medway Queen. It would leave Sun Pier, travel down river, out into the English Channel, around to Southend on Sea. A few years after, it was taken out of service and moored up river at a town called Upnor. The vessel eventually sank because of rust and imbedded in the mud. The river was affectionately known as the "River Mudway".

THE MEDWAY QUEEN

The RAF during the Second World War, operating spitfires and hurricanes, used Rochester Airport. Nowadays, it is used for light aircraft. The biggest a twin engine aero commander. Ultralights are not allowed to use the field, but the one huge hanger houses a variety of aircraft, including "Tipsy Nipper", Rollason Beta, Turbulent, Jodels, Tigermoth, Stampe, Junmeister and even a Flying Flea. All registered GA.

TIPSY NIPPER

ROLLASON BETA

JUNMEISTER

In the 1960's, Rochester had an annual airshow and air races. Aircraft from turbulence to spitfires used to race around a circuit in front of the crowd. The slowest taking off first, the rest handicapped, taking off at intervals. The handicapping was so good, all the aircraft, a dozen or so, would all cross the line together. I had "got the bug" as they say.

I finished my schooling at Warren Wood. The school overlooked the playing fields and you could clearly see the aircraft doing circuits. Downwind base and finals were straight over the top of the school. This was 200 meters from the airport parameter.

In 1980, a friend and I decided to do something in our spare time. We decided to try hangliding. So we headed off into the country to find the British Hangliding School. Eventually we traveled down a windy country lane, through a gate, only to find a tattered old union jack; a hangliding frame stuck up in a tree and the place was deserted. So we took up windsurfing instead.

On our way back from windsurfing one day, we passed an airstrip called Popham. Several trikes were on the ground and a couple in the air. It was the first time that I had seen or heard of a trike (1985). We had a good look around and once again the flame was rekindled. In 1986, an uncle of mine asked me if I would like to have a go at flying weight-shift microlights. He was interested in getting his license and I went just for an introductory flight. We arranged to meet a guy from Medway Ultralights (Raven) in a paddock out at the estuary of the River Medway. We got there early and the place was deserted.

About 15 min later in came a car with trike in tow. I watched in amazement to see the trike be put together and ready to fly.

It was my turn to fly. We took off and as soon as we were airborne, I could see the river and the area that I grew up in. Five or so minutes later, we were circling over the Medway Queen, rusting away in knee deep mud. I was hooked; but had no money.

In 1989, we had been accepted by Australia House to immigrate to Australia, so started packing our bags. I decided to take a few lessons at Popham just to get a taste of the sport. Before leaving for Australia, I did five hours – very enjoyable sightseeing hours. Not really learning to fly, as I was off to Australia where the bureaucracy would be entirely different.

Arriving in Australia early 1989, I looked around for a weightshift microlight training school, but to no avail, so I continued windsurfing. 1995 – I found Bob Silver at Noosa. He was about to have an operation and was unavailable to instruct. He put me onto Phil Pritchard at Jacobs Well. I had my first lesson with Phil in May 1996. I bought my trike, Easter 1997. After 22.4 hrs, I went solo in my own trike.

One incident I will never forget during training – I was due to go solo any day, so Phil gave his usual pre take off instructions - climb to circuit height, do a circuit and land. Off I went, full throttle down the runway, took off and climbed and climbed. At 2000 ft, Phil said what the f***k are you doing and in a fit of exasperation, kicked off both ignition switches, bringing the noise to a silence. Now f***king land it he bellowed through the intercom. I did. A week later, I went solo.

Phil's lease ran out three months after I got my license, so I joined Gold Coast Sports Aircraft Club at Heck's Field, Jacob's Well.

I spent two years trailering down to Jacob's Well. I eventually got a hanger at Caboolture in February 1999. I flew with Jeff Curtis for a year, back then there were only two of us. Jeff Underhill was in the process of building a complex of hangers at the eastern end of the strip and it is thanks to Jeff Underhill that he offered us a hanger, solely for trikes. It was then that Graham Roberts joined us in the hanger, Dave Marsh was in training and Mark Vroomans arrived. Also Chris Pfeiffer was trailering his trike up to Caboolture.

It was Mark Vroomans that designed our Caboolture Microlights logo. We now have eight trikes at the airstrip and a healthy club atmosphere. Graham Roberts moved onto stick and rudder as did Chris Pfeiffer

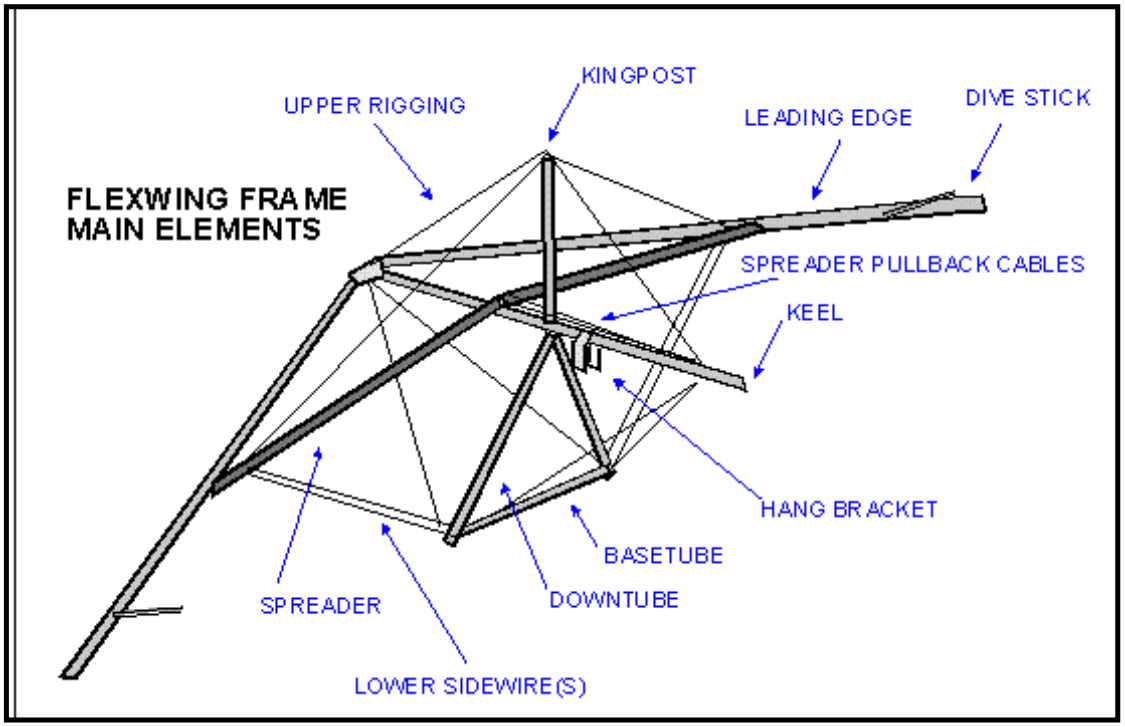
and Rod Tyson moved out to Redcliffe, so as you can see we suffered the loss of three trikes at Caboolture.

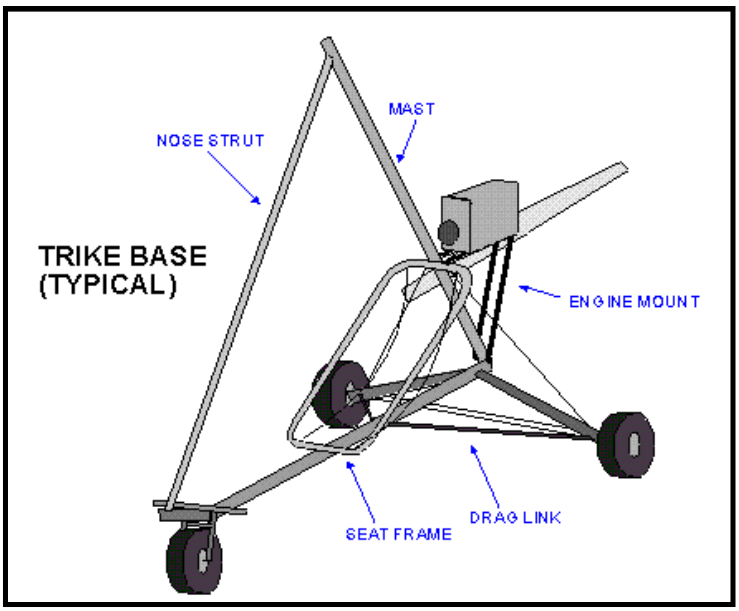
Triking at Caboolture has got a good foothold thanks to the good airmanship of our pilots.

ASSEMBLY OF TRIKE T2-2636

Know Your Trike

Many thanks to 'Aerial Pursuits' web site http://members.ozemail.com.au/~aerial/index.htm





A-Frame	See "Control Bar"
Base (Trike Base)	The trike part of the trike. Sometimes referred to in a twee way as the "Chariot", a term disliked by the author.
Base Tube (trike)	The tube running horizontally under the pilot
Base Tube (wing)	The horizontal tube at the bottom of the Control Bar.
Battens	Aerofoil-shaped aluminium tubes designed to force the surface of the sail into the required aerofoil shape. They fit down "batten pockets" sewn into the sail, and are usually under some tension, using either elastics or sp rings.
Chariot	See Base (Trike Base) ... yechhh.
Control Bar	The triangular frame below the wing, which is used to control the wing, and acts as the bracing for the wing under positive loads. Also known as the "A" frame
Dive Sticks	Rods mounted on the ends of the leading edges, which restrict the minimum angle of attack of the tips. They play no part in normal flight and are an aid to dive recovery. Also known as "tip deflectors"
Down Tubes	The two vertical members of the wing Control Bar. Also known as Uprights.
Drag Links	These are the narrow tubes that may connect from the axle where the wheel is attached, to somewhere under the seat frame onto the trike unit base tube. They provide fore/aft bracing for the gear strut
Fin	An optional vertical stabiliser usually mounted on the rear of the keel to provide additional directional stability at high speed. It may take the form of cloth covering

	the triangle formed by the kingpost, keel and rear upper rigging wire (Raven, Skylink, etc..), or a keel pocket with or without a rigid extension.
Flying Wires	The cables bracing the Control Bar Fore and Aft on the wing.
Flex Wing	A wing loosely based on the original Rogallo frame with a trailing edge supported only by sail tension. Usually controlled (with some exceptions) entirely by weight shift.
Front Strut	A tube bracing the nose of the trike to the top of the mast. Takes a small percentage of air loads and stops the mast from bending on landing. Also known as "Compression Strut".
Instruments	**Altimeter:** Measures the height of the aircraft by measuring the barometric pressure. Required by law in Australia. **Tachometer:** Measures the operating speed of the engine. Not mandatory, but *highly recommended*, as it will help you assure that the engine is capable of sustaining full revs/power. **ASI** Air Speed Indicator: Measures the speed the aircraft is traveling relative to the surrounding air (not the ground speed) using a venturi system. *Highly recommended.* **VSI** Vertical Speed Indicator: (or Variometer) measures the rate of clime or ascent by determining the rate of change of barometric pressure. *Not generally necessary.* **Compass** The Magnetic compass is used to determine the direction the aircraft is pointing (the heading). As it uses the Earths magnetic field, it is subject to variation (magnetic North varies in relation to True North by different amounts around the world) and Deviation, which is caused by the influence of nearby metallic objects. A good compass will have both adjustments to cancel out severe deviation as well as a card showing the amount of error at each compass point when the compass was "swung" or tested. Magnetic Compasses are also subject to errors of lag and overshoot during turns. **CHT** Cylinder Head Temperature: Measures the temperature of the cylinder heads and is a good guide to the state of lubrication of the engine. Relatively slow response. *Recommended.* **EGT** Exhaust Gas Temperature: Measures the temperature of the exhaust gasses. Provides quick feedback on the health of the combustion process. A very high EGT usually indicates too lean a fuel mixture, with attendant danger of meltdown/seizure in the combustion chamber. *Very Highly Recommended* **Hour Meter keeps track of the number of hours an engine has had in service. Mandatory in some aircraft by law.**
Keel	The tube running fore and aft on the wing.
Keel Pocket	A deep pocket joining the rear of the keel to the sail proper on earlier wing designs to aid handling.
Kingpost	The vertical tube above the wing to provide support for negative air and ground loads.
Leading Edges	The two wing tubes providing the "leading edge" of the wing. These are in bending mode in flight and are designed to flex. This aids in handling.
Luff Lines	See Reflex Bridle
Mast	Usually the vertical member of the trike
Nose wheel Brake	Many trikes have a drum brake on the front wheel, activated by a lever on the left hand foot peg. Simpler units may opt for a pad which applies friction to the wheel

	itself (not good in the wet!). Less common, but on more expensive trikes, rear-wheel or 3-wheel brakes are used.
Pod	A (usually fibreglass) fairing at the front of the trike to keep the wind off the pilot's feet & lower body.
Pullback cables/strap	The cable or strap from the spreader junction to the rear of the keel that holds the spreaders back.
Reflex Bridle	Wires or lines from the top of the kingpost to the rear of the inner battens. Designed to create an up-elevator effect at low angles of attack. On some trikes these can be tightened in flight to provide in-flight trim.
Rollover	If trike nose wheel steering is messed up on landing, the result is usually the trike doing a nose-flip and rolling over on one leading edge, resulting in a broken leading edge, prop, keel, mast and universal at the very least.
Side wires	The cables joining the lower corners of the Control Bar to the outer Spreaders of the Wing (usually two per side). They provide the primary bracing for positive flight loads.
Skirt	A fabric cover which fills in the area on the sides of the trike between pod and the rear of the unit.
Spats	Fairings for wheels, usually fibreglass.
Spreaders	The transverse spars in the wing. Usually quite thick, they are in compression in flight. Also known as "Cross Tubes"
Steering Damper	A dashpot which stops nose wheel shimmy. Helps prevent rollovers!
Swing-through	Trikes usually swing forward to a more nose-up position in flight compared with the ground. This is marked on takeoff under full thrust and can be disconcerting for new pilots.
Throttle	A foot throttle for the engine is usually mounted on the right-hand foot-peg. A secondary cruise hand throttle may be mounted on the seat frame.
Topless Wing	A wing lacking upper rigging wires and a kingpost. This is usually achieved using a cantilever crossbar (often composite), or substituting struts for lower side wires.
Trapeze	See "control Bar" or "A-Frame"
Universal joint	A joint connecting the wing keel to the trike mast, allowing motion of the trike in both roll and pitch. Usually does not allow yaw, since this could allow the propeller to contact the rear flying wires or side wires. Also known as "Hang Point Channel", depending on design.
Upper Rigging	The cables on the upper wing providing support for negative loads, in conjunction with the Kingpost.
Variable Geometry (VG)	Also known as Variable Billow (VB). A mechanism for widening the nose angle of the wing, thus producing more span wise sail tension and less twist, usually, but not always by decreasing the rake of the spreader bars. (Another method uses cams on the end of the spreaders). Used to improve speed and glide.

STOP-PRESS

New Caboolture Aero Club website now online!

www.cabaeroclub.org.au

AVIATION HUMOUR

THE 25 RULES OF FLYING

1. Every takeoff is optional. Every landing is mandatory.

2. If you push the bar forward, the houses get smaller. If you pull the bar back, they get bigger. That is, unless you keep pushing the bar all the way forward, then they get bigger again.

3. Flying isn't dangerous. Crashing is what's dangerous.

4. It's always better to be down here wishing you were up there than up there wishing you were down here.

5. The ONLY time you have too much fuel is when you're on fire.

6. The propeller is just a big fan in front of the plane used to keep the pilot cool. When it stops, you can actually watch the pilot start sweating.

7. When in doubt, hold on to your altitude. No one has ever collided with the sky.

8. A 'good' landing is one from which you can walk away. A 'great' Landing is one after which they can use the plane again.

9. Learn from the mistakes of others. You won't live long enough to make all of them yourself.

10. You know you've landed with the wheels up if it takes full power to taxi to the ramp.

11. The probability of survival is inversely proportional to the angle of arrival. Large angle of arrival, small probability of survival and vice versa.

12. In the ongoing battle between objects made of aluminium going hundreds of miles per hour and the ground going zero miles per hour, the ground has yet to lose.

13. Good judgment comes from experience. Unfortunately, the experience usually comes from bad judgment.

14. It's always a good idea to keep the pointy end going forward as much as possible

15. Remember, gravity is not just a good idea. It's the law. And it's not subject to appeal.

16. Keep looking around. There's always something you've missed.

17. The three most useless things to a pilot are the altitude above you, runway behind you, and a tenth of a second ago.

18. Helicopters can't fly; they're just so ugly the earth repels them.

19. Never let an aircraft take you somewhere your brain didn't get to five minutes earlier.

20. Stay out of clouds. The silver lining everyone keeps talking about might be another airplane going in the opposite direction. Reliable sources also report that mountains have been known to hide out in clouds.

21. Always try to keep the number of landings you make equal to the number of take offs you've made.

22. There are three simple rules for making a smooth landing. Unfortunately no one knows what they are.

23. You start with a bag full of luck and an empty bag of experience. The trick is to fill the bag of experience before you empty the bag of luck.

24. If all you can see out of the window is ground that's going round and round and all you can hear is commotion coming from the passenger compartment, things are not at all as they should be.

AND FINALLY,

25. When in doubt, take QRail. They may crash more, but they don't have to fall before they do!

ASIC extension for pilots and airport employees

Extract from
http://www.casa.gov.au/media/2005/DOTARS05-070WT.htm

The Australian Government Minister for Transport and Regional Services, Warren Truss, today announced that pilots and employees operating at regional airports will be given more time to comply with the Aviation Security Identification Card (ASIC) display requirements.

"The Government has agreed to extend the deadline to display ASICs for pilots and employees requiring access to secure areas of regional airports by three months to 31 March 2006."

"Only those people who have submitted an ASIC application form to the appropriate issuing body by 31 December 2005 will be eligible for the extension," he said.

"While many pilots and airport employees have already complied with the new security requirements and applied for ASICs, there remains some who have not submitted their applications or have not yet received their cards."

Mr Truss said the extension will not apply across the entire aviation industry. It will only apply to pilots and employees operating at the 141 new entrant regional airports.

"Thirty-eight larger airports have been issuing ASICs since 1998. The 141 new entrant airports in regional areas are now required to issue ASICs for the first time, as well as implementing other security requirements.

"While the Australian Government has been working closely with the 141 new entrant regional airports to ensure a smooth transition to the new ASIC regime, the implementation phase is taking longer than first envisaged."

"I encourage all pilots and relevant airport personnel to lodge their ASIC applications as soon as possible and well before the due date, otherwise they risk significant fines.

"I remind pilots that they can now make an application for an ASIC through the Civil Aviation Safety Authority (CASA). To find out more details about applying for an ASIC, call **1300 737 032** or log on to the CASA website, **www.casa.gov.au**," he said.

An ASIC indicates that the holder has been background checked and is eligible to enter a secure area of an airport. The holder of an ASIC does not have an automatic right to access such areas. Access to the secure area of an airport remains at the discretion of an airport operator in accordance with the individual airport's transport security program.

Kylie Butler – Media Adviser
phone: 02 6277 7680 or 0417 652 488
email: kylie.butler@dotars.gov.au
web: www.ministers.dotars.gov.au

FORTHCOMING EVENTS – GO FLY !

XT 582 demonstration – February (John Cresswell is flying the 582 up from Newcastle for a week of demonstrations - this is your chance to have a good look at the XT582 - a variant on the XT912.)

Clifton Fly In – March

NATFLY 2006 – Narromine, NSW March 14–16
I know it's a long way off but is anyone else interested in flying there ?

Inglewood Fly In - May

Soccer World Cup – June

Grafton Jacaranda Festival Fly in - Sept/Oct

Also, we have talked about a weekend clinic – suggestions welcome.

Brian	Perrott	Drifter	M 0419 951 199
Murray	Barker	Hanger 91 Owner	H 3261 4676 M 0412 947 122
John crezzi@lineone.net	Cresswell	Trike Pilot / Ultralight Instructor	H 3420 3254 M 0423 206 708
Russell	Duncan	Airborne Factory	W 02 4944 9199
John	Elcock	Trike Owner, Pilot	H 5491 5571
Inge Inge.flesch@gmail.com	Flesch	Trike Owner, Pilot	H 3341 8031 M 0417 813 984
Dave surfurbanplumbing@westnet.com.au	Marsh	Trike Owner, Pilot	H 5471 7052 M 0400 867 211
Gordon		Lowood Airstrip	H 5427 9063
Ken	Morris		H 54962 891 M 0411 240 162
Chris	Pfeiffer	Pilot	H 3847 2723 M 0417 621 097
Graham trike@tpg.com.au	Roberts	Trike Owner, Pilot	W 3855 3322 H 3267 6662
Bob bobsam@bigpond.com	Samuels	Trike Owner, Pilot	H 3288 4356 M 0417 616 994
Neil Neil.1@bigpond.net.au	Schaefer	Trike Owner, Pilot	W 5491 9100 H 5493 0010 M 0408 586 848
Adam adamsilk@gmail.com.au	Silk	Trike Owner, Pilot	M 0418 733 861
Bob	Silver		5449 1141 M 0429 708 551
Derek joderekbulimba@optusnet.com.au	Tremain	Trike Owner, Pilot	H 3395 7563 M 0412 097 377
Rod	Tyson	Trike / ultralight Instructor	0427 288 298
Jeff junderhill@bigpond.com	Underhill		H 3245 4605 M 0408 880 348
Roger	Western	Flightstar	H 3410 1318 M 0418 188 015
Garth	Zabel	Trike Pilot - Coomera	H 5533 5308
Peter peterzammit@dodo.com.au	Zammit	Trike Owner, Pilot	H 3314 6350 M 0411 267 394

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 - PETER