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"We're pretty confident the first model off the line will be close to perfect."

The New Vicker's Wave from New Zealand
Photo: Vickers Aircraft

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Sport Pilot Magazine is an official publication of Recreational Aviation Australia Ltd and is published twelve times a year by Stampils Publishing.

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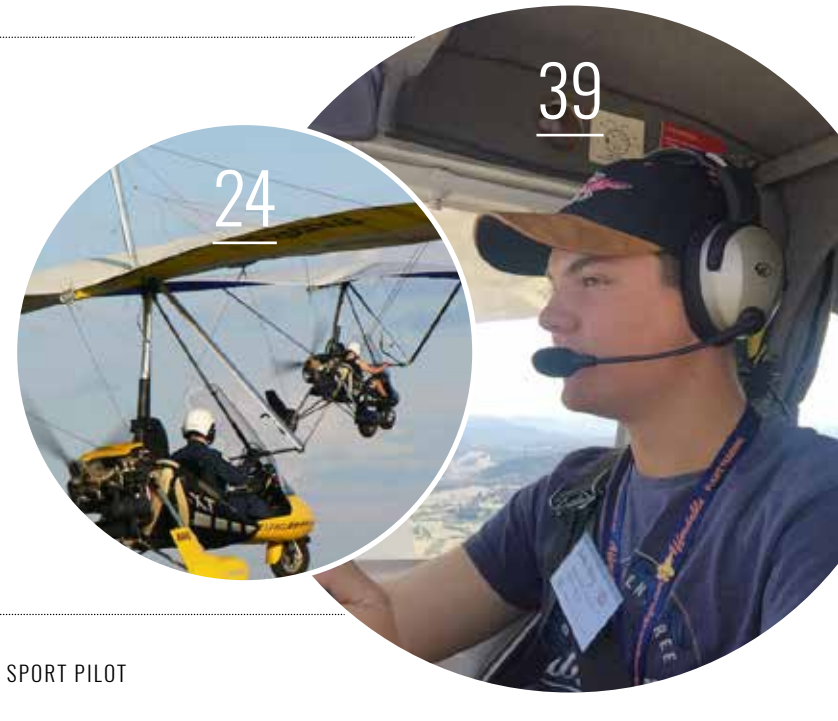
ADVERTISING SALES
admin@stampils.com.au

MAGAZINE SUBSCRIPTIONS
Non-member annual subscription rates - postage included are $100 for Australia being for 12 issues. Payments to be made out to Recreational Aviation Australia Ltd, Po Box 1265, Fyshwick A.C.T 2609. Related enquires to admin@raa.asn.au.



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CATEGORY	6 MONTHS (6 ISSUES)	12 MONTHS (12 ISSUES)	24 MONTHS (24 ISSUES)
Member (flying)	$49	$69	$129
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TERMS AND CONDITIONS

Make yourself heard

BY MICHAEL MONCK

SOME time ago, the members of RAAus voted to change the structure of the organisation - to do away with the original state based structure registered in Canberra and transform it to a nationally registered company. This made a lot of sense given our members are not all in one state and we do business across the country every day.

The old structure meant we were registered under a system designed to accommodate the needs of small, generally not-for-profit, organisations such as sporting clubs and special interest groups. While flying can be considered a sport and we are certainly a special interest group, we are also much more complicated than other clubs and groups.

With members spread from east to west and north to south, employees based in four states and territories, directors in five, volunteers in all of them and members who are international, it made no sense to limit ourselves by having an unsuitable structure.

So instead of being an incorporated association, we are now a company limited by guarantee. We have the same protections in place as before, for example we can't distribute profits to shareholders like a company limited by shares - and we have to report to a regulatory body just as before – but we also have fewer obligations in some areas. The obligations which have changed can be summed up in two main areas – reporting to government agencies and reporting to members.

In terms of reporting to government - we used to report to the ACT government because that's where we were registered. But we also had to report to the national regulator. This was due to the fact that, as I noted earlier, we work in states and territories other than the one in which we were registered. What this meant was that every time we had an administrative change, such as a new director on the board, we had to prepare two reports, one local and one national. Every time we lodged our financial accounts we had to prepare two reports, one local and one national. Every time we made an amendment to our constitution, we had to prepare two reports, one local and one national. You get the picture.

To make matters worse, the requirements of each agency were slightly different. This might range from having to fill in two separate forms, and pay two sets of fees, through to having our financial reports prepared in slightly different ways. Quite frankly, it was a waste of time and effort. It was also a waste of member's money.

On the flip side, there are a couple of new things we now need to do. One of these is reporting to you. By law, we must now prepare a report each year which contains items so you know who is looking after your interests. In this report we must include items such as the qualifications and experience of each director, the same information on the company secretary, the number of meetings held, decisions made by the board and who participated. None of this is optional. It is a requirement of the law and we must abide by it. We are obliged to give you more visibility of what is going on and who you trust with the running of RAAus.

Outside our legal requirements, we made other changes to the way things happen when it comes time to choose who you want as directors. This year I will stand down as a director and renominate. So will Barry Windle in South Australia. Under our previous system, it would have meant only those people in the NSW/ACT and SA areas would have had any say in whether Barry or I are suitable people to be re-elected. That's no longer the case. It was silly to have a system where we prevented about two thirds of the membership from having a say.

Directors have an obligation to act in the best interests of all of RAAus but, under the old system, directors were voted in by a special interest group - people who all had a common state in their home address. In other words, directors were required to consider the interests of people in states other than their own and yet the people in those other states had no ability to assess whether that particular director was looking after them. The new system was created to address that problem.

It means now, when Barry and I stand for re-election, everyone has a say. All of the people we have met over the years from all across the country, not just our own states, will be able to judge our fitness to be directors. Everyone will be able to look at the information we are required by law to provide and make a more informed decision about who steps up to represent you.

The system isn't perfect yet and it's obviously not possible to attend every event. But, during my time on the board, we have made an increased effort to get staff and board members out and about to meet as many members as we can. I do attend many because I love aviation, plus I do many others as part of my official duties. But our staff are often the best point of contact for your inquiries, so we also get them to attend instead. Members now see more of the staff and board under the new structure than they did under the old and that's true even though the membership is much, much bigger than it was in the old days and spread to every corner of the land.

Of course the system relies on one critical factor to make it work – you. You are the key to making the system work. RAAus can always run more effectively. That's the same for any organisation involving thinking, intelligent people. You can help RAAus work more effectively if you participate. Again this year you will have a say in electing who will represent you in our progressive national organisation. Every member now matters, not just a handful of members in the same region.

I have been working hard to make RAAus better and obviously hope I can continue to write this column for a while yet. But it's more important that you use the voice you have been given. Every vote counts in every election. Your vote will count in this election. Let yourself be heard.

DIGITAL DIRECTIONS

There are many ways to interact with RAAus

Website: www.raa.asn.au
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A. 17 JUNE
LISMORE AVIATION EXPO

Come along to the fastest growing regional airshow in the NSW northern rivers. Joy flights, flying displays, aviation education, market and trade show. For more information, 1800 878 387.

B. 17-18 JUNE
MEMBER FORUMS

A number of forums scheduled in south east Queensland earlier this year were cancelled as a result of Cyclone Debbie. These forums have now been rescheduled and members are invited to attend, ask questions and hear about what's been happening in RAAus: 17 June - Lone Eagle Flying School, 549 Clifton Leyburn Road, Clifton QLD Breakfast from 8am, followed by the forum. 18 June – The Flying Tigers Club, Boonah Aerodrome, Boonah QLD. Forum from 10am followed by lunch. No topic is off limits. For more information, www.raa.asn.au.

C. 23 JULY
JUMPERS & JAZZ BREKKY FLY-IN

Massie Aerodrome near Warwick, starting at 8am. After breakfast, transport will be arranged to go into town to enjoy Warwick's quirky Jumpers and Jazz festival. For more Information, www.qraa.info or Graham 0427 377 603, qraawarwick@gmail.com or ghawthorne@bigpond.com.

E. 19-20 AUGUST
GATHERING OF EAGLES

Watts Bridge Memorial Airfield invites all aviation enthusiasts to be part of the biennial fly-in. In addition to the air display and parachute drops, expect to see a variety of aircraft types including warbirds and replicas representative of WW1 and WW2, vintage, aerobatic and homebuilt aeroplanes as well as a wide cross section of general aviation and light sports aircraft. Vintage cars and military vehicles on display, WW1 and WW2 military re-enactors and other interesting exhibits. Saturday evening BBQ meal. For more information, info@wattsbridge.com.au or www.wattsbridge.com.au.

D. 5-6 AUGUST
GYMPIE FLY-IN

Gympie Aero Club. Aviation Expo Saturday, Aerodrome Open Day Sunday. Aviator's dinner Saturday. Free camping. For more information, cumulusairpark.com.au or Paul Garrahy 0436 474 011.

CALENDAR OF EVENTS

F. 8-10 SEPTEMBER
GOONDIWINDI FLY-IN

The Gundy Food and Wine Festival provides an excellent reason to fly in. The aero club will have an aviator's dinner on Saturday. Breakfast Sunday from 7:30am. The Gundy festival is set among the beautiful gardens of the local Community Cultural Centre, located on the Macintyre River, and has been staged for the past 16 years. The festival focus is 'Food, Wine and Music' showcasing fine regional food, award-winning wines and live music. The weekend also features the running of the Goondiwindi Cup. For more information, Marg Scells (07) 4677 5186 or 0439 775 184.

G. 9 SEPTEMBER
WINGS OVER WARWICK

Queensland Recreational Aircraft Assn incorporating Warwick Aero Club (www.qraa.info) invites pilots and enthusiasts to the annual fly-in at Warwick Aerodrome. The strip is 1,600m all bitumen (www.warwickaerodrome.com) Food and drinks available. For more information, Phil Goyne 0417 761 584 or Graham Hawthorne 0427 377 603.

H. 9 SEPTEMBER
ONE LONG TABLE FESTIVAL

An invitation has been extended to aviators for the Chinchilla One Long Table Multicultural Food Festival. The event is a celebration of the diverse culinary delights of the region. There will be multiple food vendors and live entertainment. The event is held in the main street of Chinchilla. The street is closed and tables placed together. Starting at 5pm and finishing around 9pm. Fun for the whole family. For more information, manager@chinchilla.org.au or (07) 4668 9172.

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* CONDITIONS APPLY

LETTERS TO THE EDITOR

FAREWELL TO DAVE

What a pity the Dave Daniel articles are coming to an end. Please pass on my thanks to him for such a readable style and a well-pitched technical level. Any plans to put them on a disc as a reference source?

DICK GOWER

***FROM THE ED** / Great idea. I'll ask him.*

FAST LEARNER

I enjoyed the article "A lot to take in" by Ken Nicholas (*Sport Pilot* April 2017). Having been a flying instructor for almost 50 years I still enjoy hearing about flying training from a student's perspective.

Ken implies his training went from straight and level to medium turns and then circuits. His instructor must be using a different syllabus of training to what has been used for about the last 100 years but more formally from circa 1992.

Hopefully the above comments will generate meaningful discussion.

STEVE TIZZARD

***FROM THE ED** / That could have been the editor's dark red pen making that leap, Steve.*

***OPS COMMENT** / Operations continues to advise CFI's and instructors of the importance of bedding in the core flying sequences with students as described in the RAAus syllabus of flight training and essentially following the chronological delivery of these sequences as part of student training development. This has been raised nationally through examiner professional development programs, RAAus school visits and now supported through our Flight Instructor Reference Manual available for purchase and download from RAAus.*

A SEARCH IN TIME

I am trying to locate any information on an ultralight plane crash which occurred in the Yelarbon, Beaudesert, Goondawindi, Texas areas of Queensland. The pilot's name was Glyn Roy Miller, second child of my auntie, Joan Miller. At the time of the accident they lived in Yelarbon.

I have researched newspapers, police reports, funeral notices, etc to no avail. The accident took place in October 1967. However if you are unable to help me I understand.

Thank you most sincerely for any assistance you may or may not give.

SHIRLEY PATERSON

WRITE IN: EDITOR@SPORTPILOT.NET.AU

The state of the organisation is reflected in the Letters to the Editor columns. The more letters – the healthier the organisation. So don't just sit there – get involved. Your contributions are always welcome, even if no one else agrees with your opinion. The Editor makes every effort to run all letters, even if the queue gets long at certain times of the year. (By the way – the Editor reserves the right to edit Letters to the Editor to shorten them to fit the space available, to improve the clarity of the letter or to prevent libel. The opinions and views expressed in the Letters to the Editor are those of the individual writer and neither RA-Aus or *Sport Pilot* magazine endorses or supports the views expressed within them).

MORE ABOUT ASIC CHANGES

AS forecast in *Sport Pilot*, the way we apply for ASICs will change from August 1.

The Department of Infrastructure and Regional Development will, at that time, require everyone who needs an ASIC to sit in front of the issuing body or agent in person.

You will have to physically hand the documents you will need to support your application to the agent, who will verify the documents are genuine.

The types of documents you will need are;

- The start of your identity in Australia (e.g. Birth Certificate, visa);
- Your identity linked by photo and signature (e.g. driver's licence, passport);
- Evidence of your identity within the community (e.g. Medicare card, marriage certificate);
- Your current residential address (e.g. utility bill, rates notice).

The government says the change is needed because the Australian National Audit Office (2011) report: Management of the Aviation and Maritime Security Identification Card Schemes, identified there were areas of improvement for the ASIC scheme, including the process relating to the issuing and manufacturing of cards and confirmation of an applicant's identity. The Auscheck and DVS systems, it found could match the person to the documents presented, which increased the chances for ID theft. The systems were also unable to identify if the documentation had been tampered with, which again allowed for potential fraud.

For more information www.infrastructre.gov.au/security/identity.

Because of these changes, RAAus is asking for CFIs, PEs and ITs to become agents and receive training in the requirements regarding Identity documents. If you would like to become an agent on behalf of RAAus please email kelly.stirton@raa.asn.au before June 30.

RAAUS AT HOLBROOK

CHAIRMAN Mick Monck, CEO Michael Linke and National Operations Manager, Jill Bailey, spent their Easter Saturday at Holbrook presenting a member's forum.

Mick said "We love coming to Holbrook, our spiritual birthplace. There is always a big group of members and guests, a great selection of aircraft, great food and great engagement. Holbrook does fly-ins so well and it was a pleasure to be invited this year again."

Hot topics during the forum included medical reform. Mick clearly stated his view that RAAus has the best medical regime in aviation and that he and the Board were absolutely committed to the current regime.

Other topics included increased MTOW, access to CTA and maintenance requirements.

Overall more than 60 members attended, which was live streamed on Facebook. Check out the RAAus Facebook page to view it.

IN THE WEST

Watch out for RAAus in the west in May and June. Six member forums are planned for there and four for South East Queensland.

ENDLESS RUNWAY

THE lack of capacity at airports is the major constraint to growth in air transport. But a Dutch organisation has come up with a novel approach to solve the problem, a circular runway.

If it's just not some sort of practical joke, the idea, by the National Aerospace Laboratory NLR in the Netherlands, is not a bad one. It could generate a breakthrough in sustainable airport capacity, avoiding the physical constraints of conventional runways by constantly moving the take-off and touchdown points of individual aircraft. It would make it possible for aircraft to always operate into wind regardless of the direction or strength of the wind.

The diameter of the runway for a commercial airport would be set at three kilometers, large enough to provide sufficient room for infrastructure inside the circle, even for a hub airport.

In strong wind, aircraft would fly in sequence as they do today to straight runways but with no need ever to accept anything but a light crosswind. In low wind conditions, aircraft could be sequenced to land in a variety of directions, substantially increasing airport capacity and reducing wake turbulence issues. With a changing wind, aircraft sequencing can gradually move with the wind direction.

While acknowledging the unique and innovative nature of the endless runway concept, aviation authorities say there has been so much infrastructure investment in old fashioned 'straight' runways, that it's unlikely any country would want to change.

For more information, http://www.endless-runway-project.eu.

COLDS & FLU SEASON

CASA has issued its annual warning to pilots about the potential risks of cold and flu medications.

It has reminded pilots that codeine, which is found in a number of treatments, is included in the aviation drug and alcohol testing program. Which means if it is detected during testing, the person is required to stop work until they are cleared by either a CASA doctor or under the provisions of their company's Drug and Alcohol Management Plan.

"Naturally this means disruption to normal work and rosters and for casual workers possibly lost income. To avoid testing positive for codeine people working in aviation sensitive roles, such as pilots, maintainers and cabin and ground crew, should seek advice from their doctor or their company's drug and alcohol management personnel before taking cold and flu treatments.

"Over the counter medications can cause

side effects which impair the ability to perform to required standards and so put safety at risk".

The permitted level of codeine under the drug and alcohol regulations is 25 nanograms per millilitre. In 2015-16 CASA conducted 16,598 random drug and alcohol tests on safety sensitive aviation personnel.

AVGAS SNIFFING WARNING

ACCORDING to the ABC, authorities in north-east Arnhem Land, are warning of a public health emergency because young people are sniffing Avgas.

Security camera vision obtained by the ABC shows children climbing onto the fuselage of planes on Elcho Island and siphoning Avgas from fuel tanks in the wings.

At least 70 young people are known to have sniffed the fuel, the youngest about seven years old. About 30 other young people at Gapuwiyak have reported elevated lead levels, as have children in Milingimbi.

Nine children and one adult were transported from the region to Royal Darwin Hospital for medical treatment.

Yolngu leaders on Elcho Island have held community meetings in an effort to end the problem.

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A BEAUT BUSH MUSTER

BY JILL BAILEY **NATIONAL OPERATIONS MANAGER**

COLD AND LONELY ENGINES

WITH the advent of the colder weather, pilots head indoors and the aircraft sit in hangars getting old.

New advice has been released on how to protect piston aircraft engines not flown regularly. They are susceptible to corrosion and contamination and in coastal areas and areas of high relative humidity, corrosion attack can occur in just a few days.

CASA is issued an airworthiness bulletin which covers the use of preservation oil, establishing an appropriate engine preservation threshold and regime, calendar time oil changes and engine ground running.

Changing the oil is an effective way to remove contaminants such as water and the by-products of combustion. Ground running is not a substitute for regular flying and will in fact tend to aggravate rather than minimise corrosion. Similarly, the practice of pulling engines through by hand when aircraft are not run or flown for extended periods can also exacerbate problems.

For more information, https://tinyurl.com/mrrwp8z.

RAAUS was invited to be part of an event organised by the Deniliquin Aero Club in May, designed to help train pilots to fly safely in remote areas.

The program included a forum which featured presentations by former naval test pilot Keith Engelsman, CASA Safety Promotions Tim Penny, who has considerable experience flying in the far north of Australia and me, representing RAAus.

It was a great event. The weather gods smiled, other than some adverse winds for some pilots on the way home. More than 15 aircraft from South Australia, Victoria and NSW, with close to 50 pilots (including locals) attended the aero club for the weekend.

If you would like to see photos of the event check out the Deniliquin Aero Club website at this link. http://www.deniliquinaeroclub.com/events-fly-ins.html

This was an important safety initiative to assist pilots contemplating flights into remote areas.

Points to consider included:

- Making sure pilots are current on completing precautionary landings because some bush strips and homestead ALAs require careful assessment before using;
- Completing thorough flight planning to make sure appropriate fuel is available;
- Managing fatigue because of possible long distance flights in turbulent air;
- Choosing the right time of year to fly to the Northern Territory, northern Western Australia or Queensland to avoid the wet season;
- Making sure the owner of the strip is a pilot, to ensure the information about the strip's condition is valid for aircraft use and not for the Landcruiser;
- Making pilots carry and know how to use an ELT/PLB/ELB;
- Making sure the fuel available is suitable for the aircraft;
- Being aware of the requirements of local Aboriginal communities. They may have airstrips requiring prior permission;
- Knowing the benefits of travelling in a group for support;
- The additional spares which may be required, from tubes and tyres to other parts;
- The need to make sure maintenance requirements aren't missed due to long flights in remote areas. Get it serviced before you go;
- Lack of access to maintainers as required;
- Being aware of the implications of a lack of access to emergency services when flying in remote areas.

The event was capped off by a dinner in the hangar and a further presentation from Keith Engelsman on his widely varied and interesting career as a navy and civil test pilot. With over 200 aircraft types in his logbook, from helicopters to gyros, weight shift microlights to a variety of 3-axis aircraft, Keith has either flown it or knows about it.

Thanks to Deniliquin Aero Club for organising the event and inviting RAAus to be part of it.

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Sincerely,
Rodney Stiff
Managing Director

Jabiru Aircraft Airport Drv, Bundaberg Q 4670 Ph +61 (0)7 4155 1778 Fax +61 (0)7 4155 2669 info@jabiru.net.au www.jabiru.net.au

STAND BY FOR BUMPS

IT doesn't really matter if you believe in human induced climate change or not, because it believes in you.

The rising level of atmospheric carbon dioxide in the world is on its way to making pilots' lives more of a misery. British scientists say bad air is going to make flying a lot bumpier.

They asked a computer to simulate an increase in CO2 from pre-industrial levels - 280 parts per million - to where they think it will be later this century - 560 ppm (By the way, the figure is up to 400pmm already).

The computer forecast a major rise in clear air turbulence, the sort which cannot be seen or predicted by meteorologists or radars. Obviously the study was aimed at airlines, where turbulence is a major issue even now, but the results apply to recreational pilots as well. The airlines can develop tools to combat the increasing turbulence. We can't do much about it.

The study, published in Advances in Atmospheric Sciences, focussed on the jet streams, which generally happen above 30,000ft. There are two above Australia. They are narrow rivers of air which meander the planet north to south, following the contours of hot tropical and cold polar air. Climate change is speeding them up.

According to the study, increased wind shear on flights at that height will increase turbulence up there by an estimated 75 - 149% over the next few years. It's not a long stretch to think with that increase in the level of wind shear, some of it might hit us flying lower down as well.

For more information, https://tinyurl.com/lzx8nl4.

ROTAX ON TRACK FOR 915

BRP-ROTAX says it is well on track to begin supplying the new 915 iS engine later this year.

The new power plant is a 4-stroke, 4-cylinder turbocharged engine with intercooler and redundant fuel injection system. It's been undergoing calibration since its maiden flight in March last year.

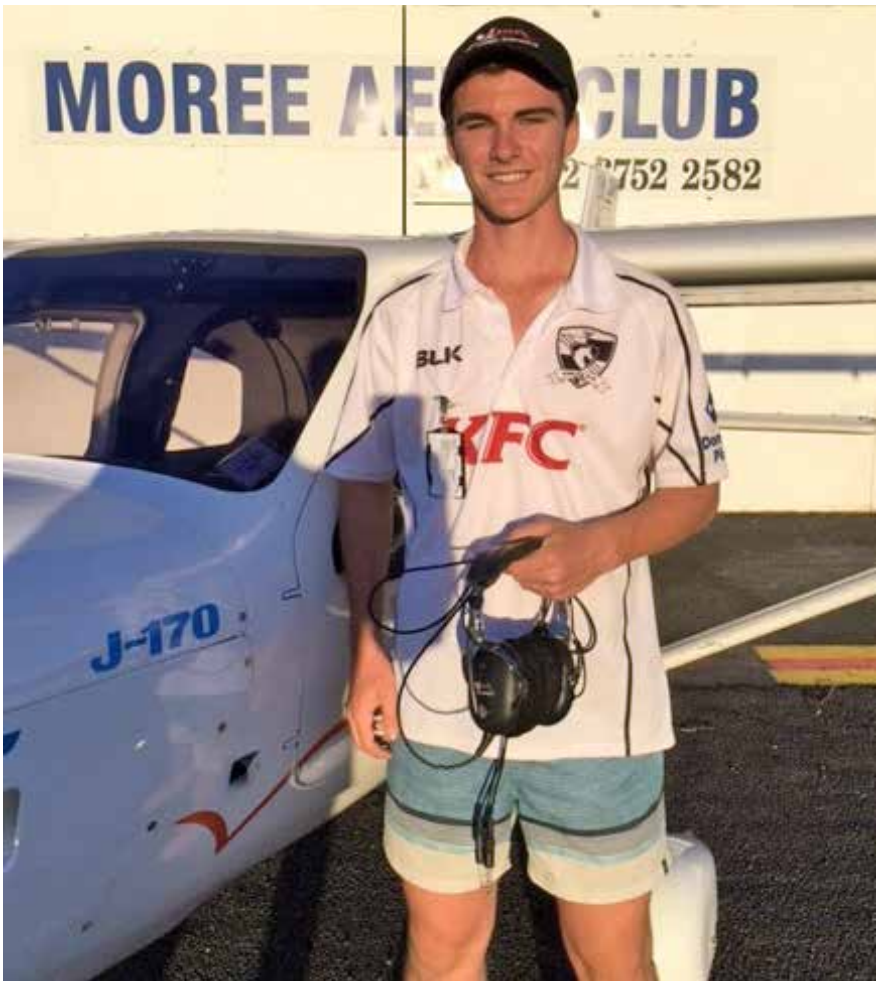
The company says 915 iS has already been flown 250 hours in real mode and further 10,000 hours on the test bench.

More than 40 European manufacturers have been designing with examples of the new engine since August.

Rotax told delegates at AERO Friedrichshafen that the certification process would be started in the second quarter of this year and production planned for immediately afterwards.

The 915 iS engine is expected to provide full take off power up to at least 15,000ft, a service ceiling of 23,000ft and better fuel efficiency due to the electronic fuel injection system.

For more information www.rotax.com.



PAT GOES SOLO

16-YEAR-OLD Patrick Montgomery joined the ranks of pilots in April.

The student in year 11 at Moree Tech High School flew his first solo at 17:00 hours in a Jabiru J170C, completing a perfect circuit in a light crosswind.

Moree CFI, Fred Nolan said Patrick had completed the flight with a smooth landing on Runway 19 at Moree.

"Cross wind weather conditions can be quite demanding,' Fred added. "But I could not have done better myself."

Patrick is the eldest son of Moree Plains Shire Councillor Mike Montgomery, and his proud mum, Nell, was on hand to welcome him back to earth.

CALL FOR BOARD NOMINATIONS

RAAus advises members that nominations for Board Directors are now open. Two director roles will be up for election this year. Directors Barry Windle and Michael Monck are required to stand down, being the longest serving directors. Both are eligible to re-stand for election. Please read the rest of this article if you are considering nominating.

INFORMATION FOR NOMINEES

THANK you for taking the time to consider joining the board of RAAus Ltd. RAAus is a dynamic forward thinking professional membership based organisation.

With almost 10,000 members, it is the fastest growing group of aviators in Australia.

Its members range from 10 year olds learning to spread their wings to 94 year old retirees enjoying the beauty of Australia from above and having a great social life thanks to the interests shared by so many of their peers.

RAAus is a company limited by guarantee with a professional staff which primarily registers aircraft, accredits flying schools and certifies pilots. RAAus is what is known as a Self-Administering Aviation body which is given credence through a Deed of Agreement with the Civil Aviation Safety Authority.

THE ROLE OF THE BOARD

IN practice, the role of the board is to supervise the company's business in two broad areas:

- Overall business performance - ensuring the company develops and implements strategies and supporting policies to enable it to fulfil the objectives set out in the company's constitution. The Board delegates the day-to-day management of the company but remains accountable to the members for the company's performance. The board monitors and supports management in an on-going way.
- Overall compliance performance - ensuring the company develops and implements systems to enable it to comply with its legal and policy obligations (complying with statutes, such as the Corporations Act 2001, adhering to accounting standards) and ensuring the company's assets are protected through appropriate risk management.

The differing emphasis of these two areas of business performance and conformance/compliance responsibilities can result in conflicting pressures on directors. Directors must balance these roles and give enough attention to both.

What are some of the specific responsibilities of the board?
Within the broad framework outlined above, some of the board's specific responsibilities are to:

- appoint a CEO and evaluate his or her performance;
- set and review the medium and long term goals of the organisation in consultation with management;
- approve budgets;
- monitor business performance;
- approve large investments and any major financial decisions;
- monitor the controls framework to ensure major risks are identified and managed;
- challenge the assumptions of management;
- ensure there are systems in place to enable accurate financial reporting and so the organisation complies with all aspects of the law;
- ensure the continuing development of the executive management team;
- determine appropriate remuneration for the CEO;
- make provision for succession planning;
- be accountable to members.

Further reading is available as part of the RAAus Governance Policies, which can be accessed here: https://www.raa.asn.au/storage/20160810-governance-policies-june.pdf

Potential nominees should also be familiar with the RAAus constitution and other governing documents, which can be accessed here: https://www.raa.asn.au/our-organisation/our-constitution/.

LEGAL STATUS

LEGALLY RAAus is a not-for-profit, member-based company limited by guarantee constituted with the Australian Securities and Investments Commission (ASIC) consisting of individual members with voting rights.

ASIC's interest in RAAus is to ensure proper governance and, as a potential board member, your role is one of governing the organisation with a focus on fiduciary financial management, setting policy, developing the strategic landscape and overseeing the CEO.

The board comprises seven elected directors, who appoint a Chairman from their number. The Chairman is the link between the board and management through the CEO.

The CEO manages the staff, of which, at present, there are 15. 12 staff are based in Canberra and three staff work remotely, one each from Victoria, NSW and Queensland.

KEY DATES

Nominations Open: Thursday, 1 June 2017. **Nominations Close:** Thursday, 22 June 2017 at 5.00pm Eastern Standard Time.
Election: If required, an election will run during July 2017. It will open on 1 July with voting closing on 31 July.
Announcement: Candidates elected as directors will be notified in early August.

NOMINATION INSTRUCTIONS

A NOMINATION pack and nomination form are available from the RAAus website or you can email kelly.stirton@raa.asn.au or call the RAAus office on (02) 6280 4700.

Completed nominations must be received by the company no later than 5.00pm Eastern Time on Thursday 22 June 2017. Late nominations will not be accepted under any circumstances

RAAus prefers to receive material electronically. Nomination forms, photographs, resumes and election statements can be emailed to kelly.stirton@raa.asn.au or mailed to PO BOX 1265 FYSHWICK ACT 2609. Faxed nominations will not be accepted.

Candidates are required to submit a resume, an election statement and a declaration of all income, remuneration or honoraria derived from aviation related interests. It will be published both on the website, and in *Sport Pilot* magazine.

In keeping with the board's governance role and our constitution (Clause 34), statements should primarily and specifically address the nominee's expertise and experience regarding the four pillars of governance: policy setting, strategy development, financial oversight and review. Nominees are also asked to provide a recent digital portrait image suitable for publication and contact details to facilitate member contact during the election cycle.

Potential nominees are strongly encouraged to contact the Chairman, Michael Monck, to discuss the strategic direction and governance role played by the board of RAAus.

After close of nominations, all statements received will be printed in the *Sport Pilot* magazine and on the website, in alphabetical order (by surname). Details regarding an election, if required, will be notified to members in due course.

Nominees are invited to save the date for the Annual General Meeting, which will be held in Canberra on 23 September, 2017. More details regarding exact time and venue will be advised shortly.

Returning Officer
Michael Linke, CEO
P: (02) 6280 4700 **M:** 0419 123 234 **W:** www.raa.asn.au

A FEW GOOD BIRDS

BY BRIAN BIGG

Foxbat on floats draws attention


A couple of securely tied recreational birds


Airforce show offs


Beautiful weather brought out big crowds'

A FEW recreational aircraft graced the fields of the Illawarra Regional Airport for the Wings Over Illawarra air show in May.

But the thousands of people who paid their money to go through the gates, were more interested in the heavier metal on show there.

Mark Hall and the Mustang were big hits as always. Aircraft and helicopters from a number of different eras were on display. After all, the airport is the home of the Historical Aircraft Restoration Society.

RAAus had a presence on the field as well. The staff were kept busy all weekend, handing out information and selling merchandise to the public. Even though we pilots know all about recreational flying, it's still surprising to discover so many people who dream of aviation still know nothing about us. There are a lot of future members wandering around air shows like Wings over Illawarra. Having RAAus there singing our song is obviously a good thing.

The Foxbat on floats drew a lot of eyes. It's drop dead sexy. The floats are made of Kevlar and composites with nose wheels and cable retracted landing gear.

On the Saturday, when I was there, there were only a few recreational aircraft parked over the back near the helicopter joyride area. As a result, there weren't as many people on that side, which was an advantage because of the shorter lines for the toilets and a sausage sandwich.

The big crowds were clustered around the military machines, the fixed wing transport, helicopters and two FA-18s, perched menacingly in the roped off area. It's always a shock walking around the hangar and straight into the nose wheel of a Boeing 747. The retired Longreach jumbo is kept at Illawarra and still

looks damned impressive up close.

The Fockewolf wasn't flying on Saturday because of a mechanical issue, but when it was started up during the afternoon, you could feel the crowd vibrate. 2,000hp carries a lot of credibility. Your hotted up V8 Holden Ute only has 360hp. They promised it would fly on Sunday but I was gone by then.

The beautiful weather and extraordinary wide range of aircraft on display and in the air made this year's Wings Over Illawarra a very satisfying air show to attend, even for someone like me who gets to a lot of them in the course of a year.

A blood red Vampire

Leaving the runway

BY PETER & ANNE MCLEAN

THE Runway Loss of Control accident is a terrifying prospect for any pilot.

However, what happens when you leave the safety of the runway and the flight strip?

What comes next? A drain, a fence or trees? It could be anything. You will only find out just before you hit it.

As an aerodrome manager, I have witnessed quite a number of RLOC events at my home base at Yarrawonga. At the northern end, we've had 10 accidents, but only one aircraft was damaged. However, at the other end, we have had five RLOCs and each has ended with the aircraft being very badly damaged. In most cases the aircrew was very lucky to get out of the situation with only minor injuries. So what caused the damage? The inner fence! In each case the aircraft hit the fence.

We normally approach the RLOC with the question, "How did the pilot get the aircraft into a situation which damaged the aircraft?" I would now like to say, "What factor was it which damaged the aircraft?" In most RLOC events, it's only the pilot's pride which gets hurt. The aircraft usually comes out of the incident mostly undamaged. We should look at the events where the aircraft hits a fence, drain or trees and ask – is the fence, the drain or tree too close to the edge of the runway strip?

Recently I was involved in a RLOC with a student pilot. We were only three seconds from touchdown when the aircraft lurched to port and bounced off the left wheel. The aircraft became airborne again and I told the student to add full power. But nothing! I asked again with no response and the aircraft bounced again. I asked a third time, but there was still no response. The aircraft settled to the runway and started to head off the runway strip. That is when the student responded and applied full power. I had control of the flight controls, but not the throttle. I got the aircraft airborne and we would have cleared the fence by at least a meter, but the student, seeing the fence, pulled the power back and I only had time to yell "Brace! Brace! Brace!" before the nose wheel hit the top wire. The aircraft rolled slowly over the fence and came to rest upside down. I asked the student pilot if he was okay. He replied, "Yes". So I got his seatbelt and comms cable off and got him out of the aircraft. I knew already I had broken my foot. I disconnected myself from the aircraft and climbed out. After seeing to the student and getting the relevant authorities on their way, I had the other ARO take over the scene.

> "It has happened five times so far"

I did a detailed report on the incident and that's where I started looking at the five other RLOCs which had happened in the same area. The common denominator for the damage and injuries was the fence. Was the fence too close to the runway strip?

I would have to say yes. The fence on the main runway is only 10ms from the boundary markers and the fence on the second runway is only 9ms from the boundary markers. This means if the aircraft goes off the

The aftermath

I only had time to yell "Brace! Brace! Brace!

This landing was on the nose

main runway centreline, the aircraft only needs to travel 45ms before it hits the fence. On the second runway, the aircraft only needs to travel 30ms off the centreline of the runway and it will also hit the fence.

So why is the fence there in the first place? Most aerodrome owners lease some land to local farmers to get some income back on dead land. I have no problem with this at all. However, in this case, the fence is just too close to the runway. If the fence wasn't there, the farmer would still be cropping the paddock and I would not be writing this article.

I am not taking any responsibility from how the RLOC occurred in the first place. It should never have happened. However it is a matter of minimising the risk on the aerodrome when an RLOC does occur.

Threat - Error - Management should be addressed. What was the Threat in this case? The fence. The Error is to do nothing about it and hope it does not happen again. It has happened five times so far and I believe it will happen again. It's only a matter of time. And Management? Remove the fence and the threat will be gone. Along with one part of the RLOC problem.

BUYING YOUR PLANE

BY ALAN BETTERIDGE

REGARDLESS of what you fly, how long you've been flying or what type of flying you do, most pilots will at some stage have an almost irresistible urge to buy an aircraft.

Before you give in to this urge, it is important to make sure that what you want is actually what you need.

Just because you did all of your training and subsequent flying in a Wombat Icarus, doesn't mean that a Wombat Icarus will be the best for your needs.

THE QUESTIONS

Ask yourself some questions:

- Do I really need an aircraft or can I make do with hiring one?
- Does the convenience of aircraft ownership justify the costs?
- What type of flying do I intend to do over the next few years?
- Will it be cross country or will most of my flying just be local?

Another good question you could ask yourself is:

- Can I legitimately claim the aircraft as a business cost? If you can, it could significantly reduce your operating costs.

For instance, if you own or are involved in an agricultural business, you might be able to claim the aircraft as a business cost to visit clients or you might be able to claim business deductions which could save you thousands of dollars each year. It could have also GST implications, so it is vital to speak to your accountant first.

WHO ARE YOU?

There is another very important consideration that, for safety's sake, you must take into consideration: Does the aircraft I want to buy fit my current level of flying skill?

Aircraft accident reports are full of tragedies where the pilot's skill level wasn't up to the standard for the aircraft they were flying.

In other words; if most of your flying has been on basic LSA aircraft and you have limited experience, it would be foolish to try and transition directly into something like a Blackshape Prime for instance.

It is also a fact that most insurance companies consider high performance, combined with low experience, equals disaster and their premiums will generally reflect this.

It is far better to trade up as your skill levels and experience increase.

In regard to insurance, your membership of RAAus includes liability insurance. The cover has an indemnity limit of up to $10m for liability arising from third party property damage or bodily injury, including a sub-limit of up to $250,000 for liability arising from injuries to passengers.

Keep in mind this is liability insurance only and you will need to have hull insurance as well.

Some of the factors which will affect the premium for hull insurance will depend on your experience level, what you intend to do with the aircraft, who else will be allowed to fly it, what type of aircraft it is and the amount of coverage you require.

Your best bet is to talk to an insurance broker before you buy. This way the premiums won't come as a shock after you've bought your dream machine.

WHAT SORT?

Once you've answered those questions, you will start to form an opinion on just what type of aircraft will fit your needs.

The next step, and another important one, is to set yourself a budget. Too many people have a rough idea of what they are willing (or able) to spend and this gradually goes up as the search continues.

But try and set a firm top price and resolve to stick to it, no matter what.

You can rest assured that when you go over your limit and buy the aircraft, a few months of making the higher repayments will see the novelty wear off and your dream aircraft will become a financial burden.

Not really fun.

NEW OR USED?

So once the financial questions have been largely answered, now you can start to narrow down what type of aircraft will suite your needs.

Do you want a new aircraft or a used one?

The cost of a new one will be higher but it will have the advantage of being zero time and it will come with a warranty.

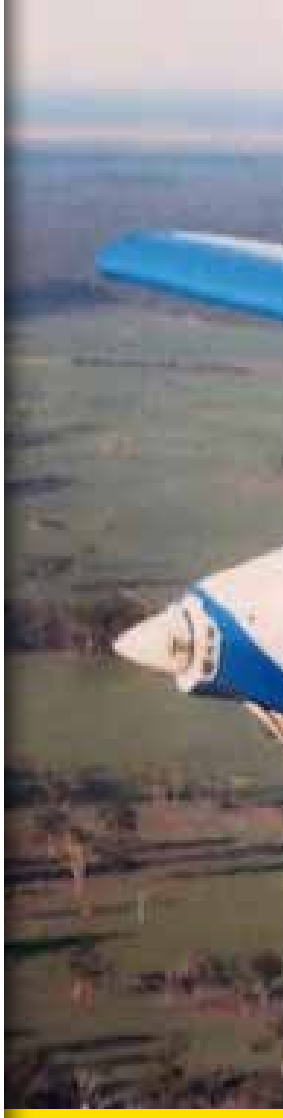
If you do decide to go down the path of buying new, take into account the cost of extras like aircraft covers, upgraded avionics and interiors. Options like these can add many thousands of dollars to the basic price.

Visit aviation forums and talk to your pilot friends about the type of aircraft you are considering.

While you can get vast amounts of information, always be wary that, just because one pilot has had a bad experience with an aircraft type, doesn't mean the same will be true of all aircraft of that type. Make your own decision.

I once had a commercial pilot tell me he wouldn't own a Cirrus SR22 because he flew one once and didn't like the way it handled in the circuit. I have since spoken to many Cirrus owners who are more than happy with the SR20/22s. It comes back to what you are used to and the proper training for the type you intend to fly.

After a period of researching what looks good to you, you will have narrowed your field down to maybe three or four



"Visit aviation forums and talk to your pilot friends about the type of aircraft you are considering"

types and models that fit what you want.

Now is the time to begin the search in earnest.

Specialist aviation publications are a good place to start (*Sport Pilot* has a great Aviation Classifieds market in each issue) and use the internet.

Type the aircraft type in which you are interested into the search function and you will find multiple sites with information about them.

Fly-ins are also a great place to meet other pilots who may fly the type you are interested in. Talk with them and find out their experiences.

If you can, go for flight with them. Most pilots are only too willing to give a fellow aviator a ride.

If there is a flying school nearby which operates that type of aircraft, go and have an instructional flight to get the feel of the aircraft.

Once you have settled on a make and model, then you get to decide what equipment is important to you. Do you really want a glass cockpit or are you an old fashioned type who prefers analogues? Is a flash custom paint job important or would you prefer something more basic?

Are the number of engine/propeller hours remaining a high priority to you? This will basically come down to how many hours you plan to fly in each year. If it is only 50 or 60, the hours remaining on the engine may not be that important. It will be a different story if you expect to leave the ground 150 -200 hours a year.

Aircraft with high times are generally cheaper to purchase initially but cost a lot more in the longer term.

STAY CALM

When you have found the aircraft of your dreams, try not to become emotionally attached to it - and that is a lot easier said than done.

Particularly during the initial inspection and test flight, you must remain objective.

Write a list of questions you want to ask of the seller before you contact them. If you don't, you will invariably forget to ask.

The seller should have all of the log books, maintenance records and any paperwork applicable to the aircraft at hand.

Ask about the accident history and, if there is one, who made the repairs and how long ago did the accident/ incident occur?

Just because the aircraft has been involved in an accident is not a reason in itself to be a problem, but how and by who the repair was carried out might be.

When it comes to a test flight, unless you know the seller personally, they will probably want to go with you when you fly the aircraft.

This shouldn't be off-putting. Just think about it: would you just throw the keys of your aircraft to someone you have just met?

When you do fly, keep note of the power settings used and airspeeds obtained. If it is fitted with a fuel flow meter and EGT, note also the flows and temperatures.

It wouldn't be the first time a seller used increased power settings to enhance the performance to impress a prospective buyer.

It is cheap insurance to get an inspection

"It is cheap insurance to get an inspection done, preferably by a LAME"

done, preferably by a LAME who does not normally work on that aircraft.

Get them to pay particular attention to any ADs which may be applicable. If there are, have they been done correctly?

A good LAME will check for any evidence of accident damage and the quality of the repair.

Don't be too put-off by a few things which need, or will soon need, attention. No used aircraft will be completely fault free and some problems can be expected.

In fact if there are, they can be used as bargaining chips when it comes time to settle on a price.

If the check turns up something major however, tell the seller then walk away.

Having a LAME do an inspection is even more important if the aircraft in which you are interested is located a long distance away.

In that case it's better to spend money on the LAME inspection before you set off for your own. You might save yourself the cost of travel and accommodation if the LAME finds it has major problems.

GET IT IN WRITING

Once you have made the decision to buy and agreed on a price, get it in writing. Draw up a sales agreement. It should include the aircraft details, what exactly is included in the sale, the full price, amount of deposit paid and, importantly, what happens to the deposit if, for some reason, the sale fails to proceed.

Both buyer and seller should sign the agreement and each keep a copy.

Australian law requires any product sold to be of saleable condition and fit for purpose.

However, if you merely change your mind, you could lose part or all of your deposit.

After the sale, you will need to notify RAAus of the transfer of ownership.

The transfer details plus an Aircraft Condition Report and the transfer fee (currently $65) must be sent to RAAus within seven days of the sale.

After you have taken delivery of your new aircraft, do yourself a big favour and fly it for a few hours with an instructor who is familiar with the type.

By doing this, you can more fully explore the operating envelope and become comfortable with its nuances.

Forced landings, short field operations and upper air work can be practiced with confidence and, after the instructor gives you the all clear, just go out and enjoy yourself and your new found freedom of aircraft ownership.

Buying an aircraft is one of the most significant decisions you can make as a pilot, but it can also be very rewarding.

Having the ability to fly your aircraft when you want and being able to take it away for extended periods of time, is a wonderful experience.

The bottom line is, from start to finish, be prepared and give yourself options. Buying your first aircraft should be fun, not a chore.

THE SECOND MOUSE

BY BRIAN BIGG

YOU may not have noticed it yet, but a futuristic looking new kiwi amphibian is slated to burst onto the LSA scene in a big way.

Former boat designer/builder, Paul Vickers, isn't mucking around with his new aircraft, the Vickers Wave.

He's decided against going down the usual cautious route taken by most commercial aircraft designers and builders. Usually there's a design, a mock-up, then a prototype, then flying test model. Once the aircraft is settled on, there's the final struggle to convert the test design into a production model, then the expensive and uncertain marketing and selling of it all. Many small companies in aviation struggle and fail at these last hurdles. After all the design work, there's often little money or willpower left to go out and find someone to buy the thing you've put many years and much money into.

But so confident is Paul that his new machine is going to burst out of the carbon fibre moulding machine ready to go, he's going to skip most of the usual steps and go straight into production.

He's not even done up a mock up, which is always the marketing person's only sales tool – that and the fancy brochure and website which promises the new machine will revolutionise the aviation world.

"We're pretty confident the first model off the line will be close to perfect," says Paul on the phone from Vickers Aircraft headquarters in Hamilton New Zealand.

"There shouldn't be many surprises," he says. "We're using a known airfoil and a proven engine. We're evolving a futuristic amphibian, not reinventing the category."

"We want the Wave to be different, but not too different."

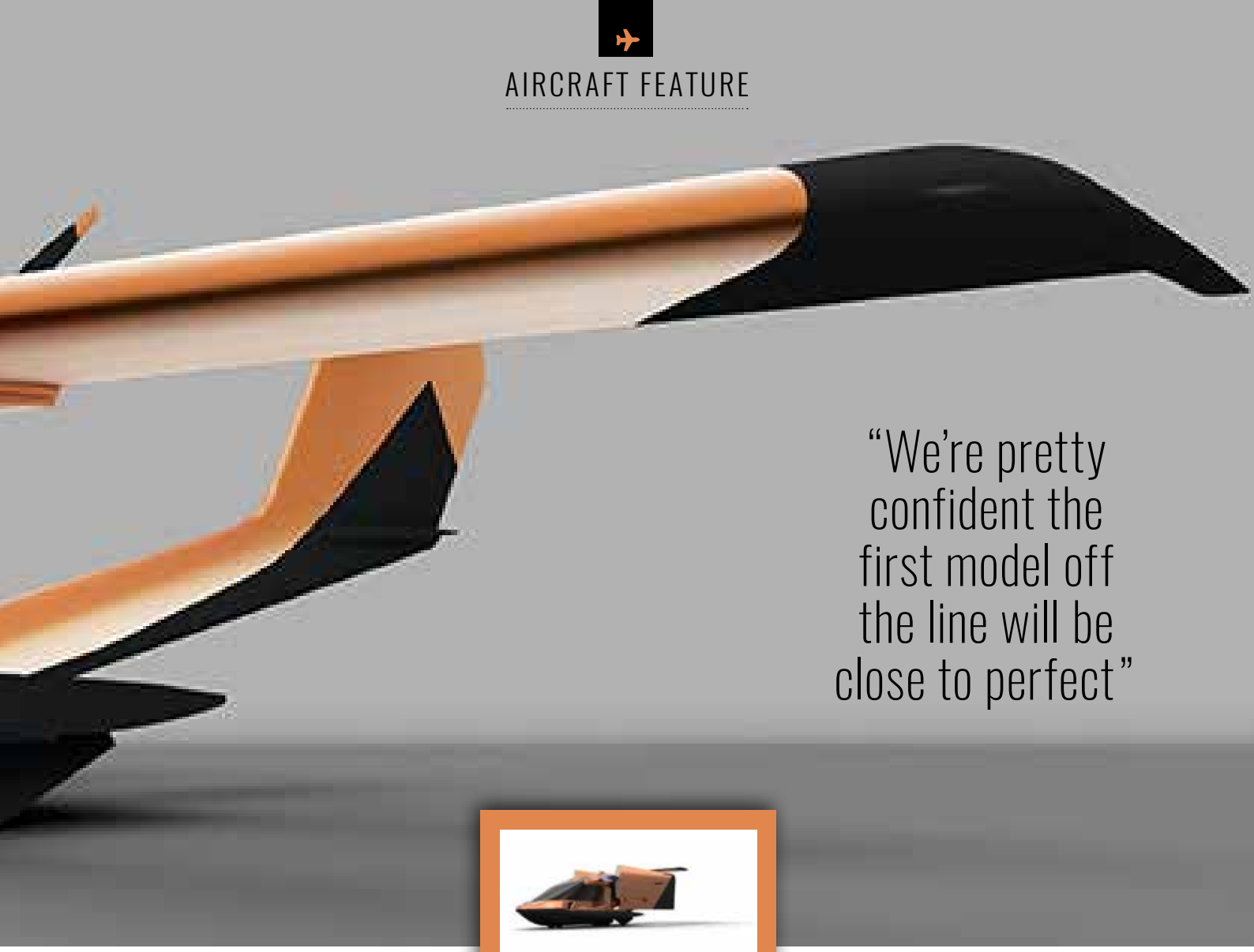
Paul's confidence in the Wave's market is based on a strategic principle taught in universities around the world. "That the second mouse gets the cheese."

What Paul is banking on is the work put in over the past few years by the Icon Aircraft Company in the US.

"Icon did a superb job marketing their design," says Paul. "They have thousands of people very excited about the idea of buying a futuristic looking sub-$250,000 LSA amphibian."

Icon has reportedly taken 1,800 deposits for its A5 but, in November, announced it was struggling to fulfil the orders and said people who'd paid their deposit would have to wait 12 months longer than expected before they would get their hands on their new aircraft. The company then moved its production to Mexico and it wasn't until two months ago that it announced it was ready to ramp up production again. Then came the crash of a prototype (see Icon story this edition).

That delay opened the door for aircraft like the Wave to come in and snatch impatient customers away.



"We're pretty confident the first model off the line will be close to perfect"

But it's been no overnight project. Paul says he started on the Wave six and a half years ago after 16 years designing and building boats. It's that sort experience you want to see if you are planning to operate an expensive machine in a hostile salt water environment. You want to know the designer has thought of the fact that, when the propeller is not going full blast, the aircraft is a boat.

The make his dream a reality, Paul went off to the U.S where he found some deep pockets who agreed with his idea.

Armed with their cash, he reports he's now built a state of the art production facility off the end of Hamilton airport (so new it's not on Google Maps yet) where, he says, each Wave will be grown and developed. His carbon fibre moulding and cutting machines, as seen on the company's website, appear to be state-of-the-art. Every costumer's finished aircraft, he says, will be built, assembled and test flown before being packed into a sea container and shipped to its new owner.

The first lot, and he'd prefer not to say how many, have been promised to customers in the U.S, Canada, Australia, and of course, the Land of the Long White Cloud."The U.S is where we will put most of our efforts and where were see most of our production aircraft ending up," says Paul.

"Canada can't accept LSA amphibians yet, but that may change soon."

In Australia, the Wave would be a nice addition to the RAAus register. "We plan to keep all production in house and the Stage 1 factory can potentially make up to 50 aircraft a year. The first aircraft is due off the line next year and will begin the rigorous 200 hours of test flying".

Pilots who buy one will need to undergo type training to ensure they are safe behind the wheel.

Each Wave will have a fully glass cockpit.

Paul points out a major safety feature of the Wave will be the rear sliding doors. Nothing worse than mucking up the landing and finding yourself upside down in the water with no way to open the canopy.

The wings will also fold electrically, allowing the aircraft to be driven up onto dry land then winched into the optional fully enclosed trailer for the trip home.

Paul says they won't put a final price on the aircraft until the time they ramp up to full production and have a better idea of the final production cost. You can't use a mock up to determine production and final costing. The only way to set an accurate and realistic price is to hold off releasing one until you have actually built and delivered an aircraft. Releasing a price too early can lead to disappointed and frustrated customers.

And customers will obviously be rightly reluctant to plonk down a deposit until Paul has something more than a fancy website. Pilots

"The success or failure of the Wave depends on how well the company converts its plans into a beautiful aircraft"

do like to sit in an aircraft and get the feel for it before buying, and this is why Vickers is not actively seeking customer deposits That's why most companies build a mock up in the first place. Potential customers will also want to fly a Wave before shelling out the rest of the purchase price. It's also why most companies build a prototype.

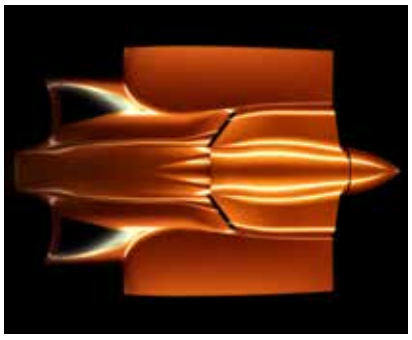
Paul says he has received considerable interest in the Wave and tells each person that he wants to have an actual product before he enters into a formal sales agreement.

So the success or failure of the Wave will depend on how well the Vickers Company converts its plans into what looks like being a beautiful aircraft.

Even though Paul is reluctant to set a final price just yet, if the Icon experience is anything to go by, the company will target $150,000 – $250,000 range, just where they hope a lot of disaffected Icon buyers might be eager to get a similar plane on the rebound.

For that you are looking at a fully modern aircraft - with the flexibility of a fully futuristic amphibian (try saying that out loud), able to go just about anywhere at 120kts and land on just about anything.

Oh, one small thing which I should also mention. Just like Henry Ford's original model Ts, Paul says there won't be any individualising the colour scheme. Every Wave will come in Rose Gold only. It's to keep the price down. Might make for a pretty photogenic flight line when there are a few of them at your fly-in. But how will any pilot know which one is which? They might just have to stand up and wave.



SPECIFICATIONS

SEATS 2
MAX. TAKE-OFF WEIGHT 648kgs
MAX. USEFUL LOAD 227kgs
BAGGAGE /STORAGE Unrestricted up to maximum useful load
FUEL TYPE Mogas or Avgas
MAX. FUEL CAPACITY 190L
MAX. CRUISE SPEED 120kts
MAX. RANGE 720nm
TAKE-OFF AND LANDING DISTANCE 600ft
ENGINE Continental Titan IO-340 (Fuel Injected 180hp)
PROPELLER 72" Catto 3-blade
WING SPAN 9.4m
WING AREA 13.87sq.m
LENGTH 7.5m
HEIGHT 2.29m

The Icon A5

Fatal accident sets Icon back

BY BRIAN BIGG

THE production of the new Icon A5 has been set back by the crash of one of the early production models, an accident which killed two of the company's senior executives.

According to news reports, the amphibian crashed into land beside Lake Berryessa, in Napa County, California, an area which has been used for a long time to test Icon A5s.

The bodies of Icon's lead aeronautical engineer, Jon Karkow, 55 (pictured), and his colleague Cagri Sever, 41, were later recovered by authorities.

The reason for the crash isn't yet known but the NTSB has begun an investigation. The Icon A5 is known for its forgiving flight characteristics.

Icon CEO, Kirk Hawkins, put out a statement saying the loss was devastating. "The thoughts and prayers of our entire organisation are with the families of both people onboard. They were both truly amazing individuals".

Karkow was a very experienced pilot and highly regarded engineer. He worked for Burt Rutan's Scaled Composites for more than 21 years and led the development of more than 20 aircraft there, including the record breaking, Virgin Atlantic Globalflyer.

He also worked on the development of Spaceship Two, the suborbital commercial spacecraft being developed by Virgin Galactic, before joining Icon nine years ago.

According to reports, at Icon Karkow designed the A5 to appeal to recreational pilots. He helped make the aircraft spin and stall resistant and built the wing to remain stable even when airflow was disrupted. It was the first recreational aircraft to meet the FAA's new spin resistance standards. The panel features a unique angle of attack system which should alert a pilot to an impending spin and the aircraft comes equipped with a ballistic parachute for emergencies. Despite this emphasis on safety and spin resistance, photos of the scene appear to indicate the aircraft was in in a steep descent when it crashed, suggesting a spin.

The deaths could not have come at a worse time for Icon. The company has struggled with its own success in the past two years. It has an aircraft a lot of pilots want to fly, but has had substantial financial and production problems getting it to them. In November, Icon announced it had put back deliveries by a year for customers who'd paid their deposits. It laid off workers and reduced production from 175 aircraft a year to just 20. In April it announced it had relocated its production facilities to Mexico and would soon start fulfilling orders more quickly.

This accident will make things even it more difficult for the company. A report on the cause is expected relatively quickly. Until then, Icon will struggle to hold onto its place as the builder of a new, safer generation of recreational aircraft.

Australian Government
Civil Aviation Safety Authority

SO YOU'VE HAD A CLOSE CALL?

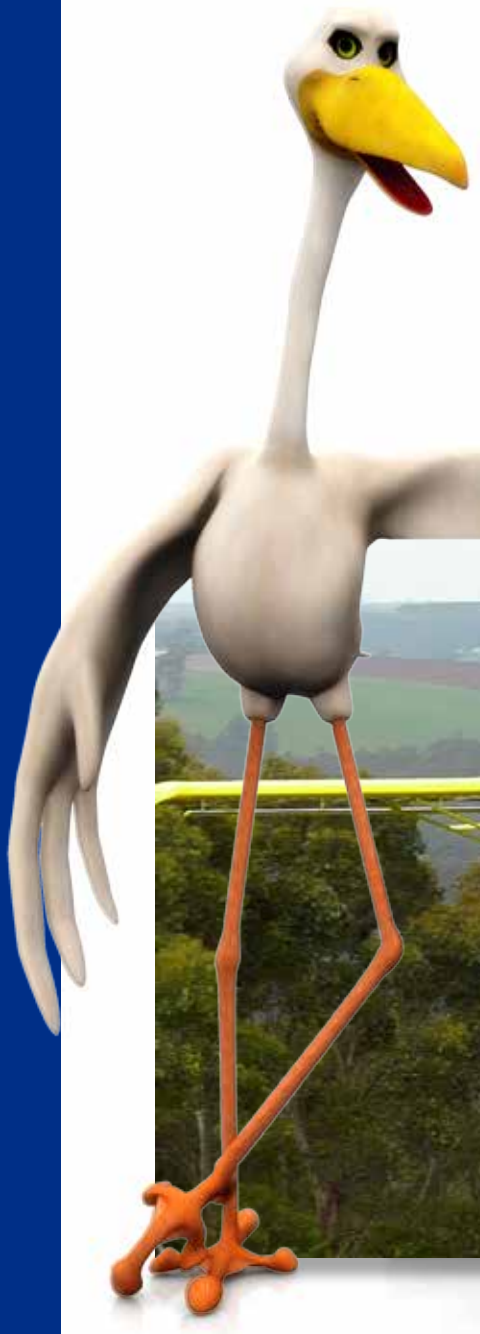
Why not share your story so that others can learn from it too? If we publish it, we'll give you **$500**. Email us at **fsa@casa.gov.au**

Articles should be between 450 and 1000 words. If preferred, your identity will be kept confidential. If you have video footage, feel free to submit this with your close call.

Please do not submit articles regarding events that are the subject of a current official investigation. Submissions may be edited for clarity, length and reader focus.

HOMEBUILT KITFOX

BY TONY BLACKBERRY



I would need a book to tell you the whole story about my Kitfox. But in a nutshell, I purchased the kit in 2000 and commenced building the same year under the GA Experimental category. It was built in my double garage over a period of 10 years. All work was carried out by me including painting and electrical. I even learned to do ribstitching. Because the kit was a taildragger and I had no taildragger flying experience, I imported aluminium landing gear and nose wheel from US and converted it to tricycle undercarriage.

After completing it and registering it GA experimental, I could not find anyone willing to teach me to fly my homebuilt aircraft. So I re-registered the aircraft with RAAus and found a first class instructor , John McBryde, who had just moved to Tasmania. John flew off the remaining test hours and taught me to fly from my very short home strip where a decision to go around has to be made in less than a second. Sadly I have since sold the property and am flying from St Helens airport on the east coast.

I have had some very memorable scenic flights including Cradle Mountain, Wine Glass Bay and Bay of Fires. There is no end to the natural beauty of the Tasmanian landscape and I feel very privileged to be able to enjoy it from the air, especially in an aircraft I had the pleasure of building myself.

POSTER OPPORTUNITY

Want to see yourself or your aircraft larger than life on your clubhouse or bedroom wall?

Sport Pilot **is offering subscribers the chance to show off their favourite aviation photo in this double page centre spread of the magazine each month.**

Each edition one photo will be chosen (We will try and make sure every photo sent in gets a run). If you are an aircraft seller, it's a great chance to show off your product.

If you have a fancy paint job, now is the time to show it off. And if you have a great photograph of you and your mates at a fly-in, it will make a good memento.

Send your photos (as separate jpeg attachments) to editor@sportpilot.net.au. It obviously has to be in landscape, not portrait, mode and be as big a file as possible please.


Future airline captain


Luke with mum


In the office

My big plans

BY LUKE KELLY

I RECEIVED my Pilot Certificate at the age of 15 after six months of flight training in Orange.

On August 15, 2015, I undertook my first solo flight in a Jabiru 160. This was a moment never to forget. My instructor, Bryan Clements, said "You obviously don't need me in the aircraft anymore. Go and do a circuit on your own".

Many emotions processed through my head, some of which included excitement and freedom. I cleared my head and made a radio call – "Orange Traffic, Jabiru 5022, rolling runway 11 for circuits".

My log book now have 68.4 hours' total time, all done in a Jabiru 160, with 30 hours dual and 38.4 hours in command. I also now hold my passenger endorsement. That's been great fun to be able to fly friends and family around the Orange area. I'm currently in the process of gaining my cross-country endorsement which, once completed, will open a lot of new opportunities.

"Many emotions processed through my head"

At the age of 16 I won a local 'Pilot of the Year' competition which consisted of various tests of my ability on skills such as emergency engine failures, recovering from stalls, straight and level flight, instrument flying and many more.

I'm now 17 Years old, studying the HSC Course – Year 12 and I hope to achieve a great result, which will allow me to apply for cadetships at Jetstar and Regional Express (located in Wagga Wagga). I hope to pursue a career in commercial aviation, either in the airline or aeromedical sector.

I would also like to take this opportunity to thank my mum and dad for supporting me throughout my flying dream so far. And a big thank you to the team, Ken Pidcock, John McKenzie and Bryan Clements, at Orange Flight Training for a high level of training and additional support when I needed it.

Whether to Fly

Reading TAFS and METARS

BY ROB KNIGHT

PART 3 OF A SERIES ON WHY IT'S IMPORTANT YOU GET WEATHER DETAILS BEFORE EVERY FLIGHT

THE flight is a straight line from departure to destination via checkpoints A, B, and C. For simplicity we'll assume that the ground speed is 90kts (1.5 nm/minute) for the duration of the flight. The overall distance is 240nms.

So what weather details should you be looking for? Let's look logically at the entire operation. We need present weather details and future weather predictions for the departure and destination points and each point along the track for the time the aircraft will be in that vicinity. These details are contained in:

- METAR (Meteorological Aerodrome Report);
- SPECI (Special weather report: issued when one or more elements of weather become notably close to minimums or safety limits;
- TAF (Terminal Aerodrome Forecast) if available for either departure or destination aerodrome;
- ARFOR (Area forecast) to cover the area or areas through which the track passes.

The forecast types available are either ARFORS, and linked either to the area through which our track passes, or TAFS to provide weather data on aerodromes we will encounter on our route. We can obtain a forecast by phoning the number for met briefings 1800 805 150. It is in the ERSA AIP GEN PF 1 and is provided for pre-flight information and flight notification. Alternatively we can get a forecast or weather report online by going to the bureau of meteorology website search engine and hitting forecasts/TAF and hitting enter. This screen should appear.

Note 1 - METARS are displayed on the same screen as the TAF for that aerodrome.

Note 2 - Clicking on search with area 40 in the box brings up the following screen

Using the scroll control on the right side of the screen, all aerodromes in area 40 (in this case) that are provided with TAF and METAR details are viewable, listed in alphabetical order. From this it is simple to extract their weather details. Let's look at the details provided for YAMB – RAAF Amberley.

Firstly the TAF

AMBERLEY YAMB

TAF YAMB 040508Z 0406/0424
15013KT 9999 -SHRA SCT040 BKN065
FM041000 16010KT 9999 SCT045
RMK
T 23 20 18 17 Q 1018 1019 1020 1019

And the METAR:

METAR YAMB 040930Z AUTO 17006KT 9999 // BKN055 19/13 Q1020
RMK RF00.0/000.0

At first this looks confusing, but it is not really so once a few concepts are accepted and the breakdown code is available.

CONCEPTS TO BE CLEARLY UNDERSTOOD

1. The code. The code used is internationally accepted under ICAO requirements so can be read by any pilot of any nationality with a minimum chance of error.

2. All times are listed in Z, also known as Zulu time, the International code for UTC. This is because UTC is the universal time for the world, across all boundaries and borders.

READING THE AERODROME FORECAST

A TAF is an officially issued statement of the weather predicted at an aerodrome. The prediction is between specified times and within a radius of five nautical miles of the aerodrome reference point. So pull the TAF apart and see what it says in plain English.

AMBERLEY YAMB

Line 1. TAF YAMB 040508Z 0406/0424
Line 2. 15013KT 9999 -SHRA SCT040 BKN065
Line 3. FM041000 16010KT 9999 SCT045
Line 4. RMK
Line 5. T 23 20 18 17 Q 1018 1019 1020 1019
What it all means.

Note that, for definitions of cloud cover, FEW, SCT, BKN etc., weather abbreviations OVC CAVOK etc, and UTC conversions, clicking on the 'Knowledge Centre' tab below the ARFOR tabs in the screens will take the viewer to a good selection of help files.

This leaves the METAR to be decoded. Let's see again what it reads.

NEXT MONTH We'll look at ARFORs

Line 1. TAF YAMB — Identifier for item & Amberley airfield

04 0508Z — Issued on 4th at 0508Z[1]

0406 / 0424 — Validity starts on 4th at 0600Z[2] and ends on 4th at 2400Z[3]

Notes from line 1

1. 0508Z = 1508 hours AEST
2. 0600Z = 1600 hours AEST
3. 2400Z = 1000 hours AEST

Line 2.

150/13KT — Surface wind FROM 150°T at 13 knots

9999 — Visibility 10 km or more

SHRA — Local weather is showers

SCT040 BKN065 — Scattered cloud, base 4000 ft with broken cloud, above, base 6500 ft.

Line 3.

FM 04 1000 — FROM 1000Z[4] on the 4th

160 10KT — The surface wind veers to 160°T at 10 knots

9999 — Visibility remains at 10 km or more

SCT045 — Cloud changes to scattered cloud, base 4500 ft, and no cloud above

Notes from line 3

4. 1000Z = 2000 hours AEST.

Line 4. RMK

A place for the forecaster to add remarks relating to any turbulence forecast and/or temperature /QNH issues. In this case none were added.

Line 5.

T 23 20 18 17

Temperatures at this location every 3 hours after commencement of validity period (0600Z from line 1).
(Start of validity period) 0600Z= 1600 AEST = 23°C
(3 hours later) 0900Z = 1900 AEST = 20°C
(6 hours later) 1200Z = 2200 AEST = 18°C
(9 hours later) 1500Z = 0100 AEST = 17°C

Q 1018 1019 1020 1019

QNH values for this location forecast every 3 hours after commencement of validity period (0600Z from line 1).
(Start of validity period) 0600Z= 1600 AEST = 1018 hPa
(3 hours later) 0900Z = 1900 AEST = 1019 hPa
(6 hours later) 1200Z = 2200 AEST = 1020 hPa
(9 hours later) 1500Z = 0100 AEST = 1019 hPa

Line 1. METAR YAMB — Identifies it as the being the METAR for Amberley

040930Z — Issued on 4th at 0930Z (or 1930 AEST)

AUTO 17006KT 9999 // BKN055 19/13 Q1020 — From automated observations, the conditions existing at Amberley at 1930 AEST are:
Surface wind Velocity = 170°T at 6 knots
Visibility = 10 km or more.
Broken cloud with base 5500 feet **AGL**
Surface temperature = 19°C
Dew point = 13°C
QNH = 1020 hPa
Note: Having // after the visibility indicates that the "weather" statement has not been included.

Line 2. RMK RF00.0/000.0 — Remarks covering rainfall and other factors of operational significance including rainfall and cloud cover not included in the body of the METAR

Consequences

BY MIKE DALTON

ONE thing I have noticed when watching the garbage offered up to us by free-to-air TV is the consistent running of Work Safe advertisements.

You know the ones which tear at our heartstrings, reminding us that the most important thing in life is our family and that we should be extra careful at work to ensure we get home to them safely. It's a great message and one we should also embrace as aviators. But the message for us aviators needs some expansion. They are potential problems we could create for our family as a result of the manner in which we operate our aircraft.

I am mostly thinking about situations which could result in a financial liability.

As we are all aware, there are a variety of legislative conditions imposed on us in relation to the operation of aircraft. Some are obvious to us because we studied them during our training (CAO/CAR/CAP etc) but there are others many of us may not be aware of, nor of their implications, such as the Damage By Aircraft Act 1999. We need to be mindful of these various regulations and always operate in accordance with them, because deliberate breaches can lead to serious consequences. Our insurance providers will require we operate our pride and joy in accordance with the manufacturer's recommendations.

How many of us have performed a fly past, beat up or some other stunt at a fly-in or when taking mates out for a ride? Let's be honest-many of us have, haven't we? Consider this scenario.

You agree to take your mate for a fly. His wife and children stay on the ground with your own wife and family to await the next trip. You take off, conduct your local flight and, upon your return, you conduct a beat up of the aerodrome. Unfortunately, during your pass, you hit a tower near the hangar and crash midfield. The ensuing fireball kills all on board. I know this sounds extreme, but this scenario is actually a combination of a couple of accidents I have handled during my time in aviation insurance and which had dramatic consequences for those who survived.

So the survivors are your wife and family and your mates' wife and children.

> "No two ways about it, you are liable"

No two ways about it, you are liable, and there will be financial consequences. Had you survived there would likely have been criminal consequences. But the real potential problem for the survivors arises after the funeral when your mates' family makes a common law liability claim against your estate and your wife makes a claim on your insurance policy. The problem is that the cause of the accident was your deliberate breach of the regulations by conducting the beat up. As a result, your insurer has the right to deny the claim. Not just deny the portion of the claim for the loss of your aircraft but, importantly, the liability claim being made by your mate's family. So you have left your own wife and family being sued at common law by another family with a really good case and your insurance is invalid because you deliberately broke the law. Bear in mind that just because your insurance cover is now invalid, doesn't mean the common law proceedings go away. They will continue and the court will probably find in favour of the plaintiff, which leaves the only way out of this predicament being for your wife to sell your family home and other assets to pay the claim, leaving your family with nothing. They may even have to file for bankruptcy.

There are other scenarios less graphic than this one which could leave you in a similar situation from a liability perspective such as;

- Deliberate flight in instrument meteorological conditions without qualification;
- Departing when you don't have sufficient daylight to complete your flight under Visual Flight Rules or when you are not appropriately rated;
- Formation flying without appropriate endorsement;
- Flying without an appropriate medical or current aeroplane flight review; or
- Performing low-level aerobatic manoeuvres without qualification.

There has been a recent trend internationally where courts have imposed criminal convictions and jail time for surviving pilots found guilty of similar acts.

Recently a pilot in the US was convicted of manslaughter when the aircraft he was flying crashed into trees short of the runway after sunset, killing the passenger (his daughter). Turns out the pilot did not have an endorsement for the aircraft, he was not medically current and he hadn't flown at night in over 10 years.

So the message is this. Think before you act. This applies equally to those of us who have children and those who don't. What will be the consequences if I fly in this manner? Am I putting my life at risk? Am I putting my family's future at risk? My spouse's security? My freedom? My reputation?

As they say on the Works Safe ads, the best reason to be careful is at home.

OUT-N-BACK 2 HEADS TO A NEW FRONTIER

THE dry red outskirts of Longreach, the towering chimney stacks of Mt Isa and the dugongs swimming in the aquamarine waters in the Gulf of Carpentaria are just some of the highlights to look out for in Out-n-Back 2, which has just been released.

The CASA-produced mini-series follows a Cessna 172 flight around the remote interior of Queensland, up to Cape York Peninsula and returning via the coastline and eastern regional areas of the state. It looks at the issues VFR pilots face as they fly in remote areas.

The crew of seven spent 23 days on the road and flew more than 3,350nms with 29 take-offs and landings.

Technology is at the forefront of this series. The series is filmed digitally using lightweight Canon 5D SLR cameras and lightweight GoPro cameras, which were also installed on the tail, struts and cockpit of the 172 to give viewers a bird's-eye view of the spectacular Australian landscape.

Senior producer, Dean Covell, promises Out-n-Back 2 is more in-depth than its predecessor. 'We've interviewed a broader range of locals at each location including flying doctors, musterers (drone operators) and engineers,' says Dean. 'Our safety messages are implicit and hands on and we've covered 29 up-to-date current safety topics including planning your route, landing on remote bush strips, electronic flight bags, ageing aircraft and refuelling in remote areas.

Sydney Weekender's presenter Pete Wells hosts Out-n-Back 2. He is an adventurer at heart who has climbed Mount Everest and paddled a surf ski across Bass Strait. He was quite astounded by the vastness of the country from the air. 'It was an adventure unlike any other, honestly, I've ever been on.'

EPISODE 1 (DAYS 1–4) Bathurst to Birdsville with an overnight stay at Goodwood Station. Safety topics covered in this episode are fuel management, bush strips, remote flying and pre-flight discipline.

EPISODE 2 (DAYS 5–6) Birdsville to Mount Isa via Boulia. Safety topics covered are know your aircraft, dangerous goods, NOTAMs and military restricted airspace and Birdsville.

EPISODE 3 (DAYS 7–8) Mount Isa to Karumba. Safety topics covered are fatigue management, the golden rules of radio calls, operations at non-controlled aerodromes and drug and alcohol testing.

EPISODE 4 (DAYS 8–9) Karumba to Cooktown and onto Cairns via Kowanyama and Laura. Safety topics covered are refuelling, weather forecasts and pilot wellbeing.

EPISODE 5 (DAYS 10–11) Cairns to Mareeba to Cairns. Safety topics covered are ageing aircraft and SIDS, bird strikes and planning your route.

EPISODE 6 (DAY 12) Cairns to Shute Harbour and onto Hamilton Island. Safety topics covered are coral coast cruising, operations in and around controlled airspace and Townsville.

EPISODE 7 (DAYS 13–15) Shute Harbour to Rockhampton via Mackay. Safety topics covered are weather, ramp checks and remotely piloted aircraft.

EPISODE 8 (DAYS 16–17) Rockhampton to the Old Station (Raglan). Safety topics covered are emergency procedures, weight and balance and ALAs – precautionary search and landing.

EPISODE 9 (DAY 18) Old Station to Longreach. Safety topics covered are maintenance, flight plans and SARTIME and Longreach.

EPISODE 10 (DAYS 20–21) Longreach to Lake Keepit and back to Bathurst via Rylstone. Safety topics covered are EFBs (electronic flight bags), housekeeping tips and gear.

To view the new 10 episode series go to outnback.casa.gov.au

PRE-FLIGHT CHECK

TEST YOUR AVIATION KNOWLEDGE

1 **The manoeuvring speed Va is the maximum speed for:**

a. Any manoeuvre from straight and level flight;
b. Operating in turbulence;
c. Full control deflection;
d. Manoeuvring with flap extended.

2 **A particular tail wheel aircraft has a propeller operating clockwise (as viewed from the cockpit). At commencement of take-off, before the tail is raised, the tail will have a tendency to swing to the:**

a. Left due to the greater thrust produced by the down moving propeller blade;
b. Left due to the gyroscopic effect of the propeller disc;
c. Right due to the greater thrust produced by the down moving propeller blade;
d. Right due to the gyroscopic effect of the propeller disc.

3 **The end of daylight is defined as the time when the centre of the sun is:**

a. 6 degrees below the celestial horizon;
b. 6 degrees above the celestial horizon;
c. 10 degrees below the celestial horizon;
d. 10 degrees above the celestial horizon.

4 **The angle of attack on an aerofoil increases, the centre of pressure will:**

a. Move back until the stall then move forward;
b. Move forward until the stall then move backwards;
c. Remain stationary but the centre of gravity moves forward;
d. Not move.

5 **A slow hydraulic leak internally in a master cylinder across the piston seal may cause:**

a. Brake release while parked;
b. Soft brake pedal pressure after several brake applications;
c. Hard brake pedal pressure after several brake applications;
d. Leaking from the wheel cylinder.

Are you an aviation quiz compiler? *Sport Pilot* is looking for someone with the time and patience to compile questions each month just like the ones listed above to test us all on our aviation knowledge. If you are interested in taking on this role, send an email to editor@sportpilot.net.au.

ANSWERS

1. (c) Va is not normally marked on a typical ASI 2. (a) Gyroscopic effect only occurs while the tail is being raised 3. (a) This is defined as the end of evening civil twilight 4. (b) 5. (a)

A purple sky

VIEWPOINT

PAUL Gauguin is a name I seldom use without thinking (apologies to Bob Dylan).

Funny how some things really irritate us, isn't it? It seems to me that every self-help book dictates that you have to find your 'passion', as if you have been careless, or unfortunate, and lost it at some time in the past. Of course, it's entirely possible passion is just a description of a behaviour when no-one can explain why the passion possessor does what he does. Which brings me to Paul Gauguin and aviation.

Paul had it all. Good job, family, financial security and a great hobby painting. Until the passion kicked in and Paul moved to Tahiti to paint full time in unusual colours and style. He gave up everything to paint and I bet if you asked him "why do you paint?", he would have told you that he couldn't NOT paint. He was driven by an urge and he gave up everything to do it. He died sick (probably syphilis), alone, unrecognised and in poverty. He provided us with stunning art.

So, the question is, why do we fly? Surely not to just alienate our spouses and bank managers. The usual answer I get to the question is "I always wanted to fly" – as if that explains it! The occasional person says it makes him feel like a chick magnet, but that doesn't cut the mustard either and I suspect there's a good deal of Paul Gauguin in all of us. We fly because we can't NOT fly. It's an inherent yearning and a blessing and a curse.

The thing about Paul, though, is that he had the courage to experiment. No one told him it was against the rules to have a purple sky. And I bet the Commonwealth Painting Safety Authority didn't stipulate that he couldn't paint after hours, in a public place or whatever. We learn by trial and error and having a passion makes the desire to experiment almost undeniable. Herein lies the problem. We must and we mustn't. Who hasn't wanted to barrel roll his aircraft – and hasn't. Who hasn't put together his Chinese pot plant stand and refused to read the instructions, because trial and error is so much more satisfying (now there's a Pandora's Box).

Anyway, who are the rule makers and rule breakers? And how severe do the consequences have to be before we obey? If the sign says 'wet paint' the worst that can happen is we are forced to agree the paint really is wet. If some past aviation guru says crossing the controls at low speed causes bad things to happen, are we really game enough to see if he's right? You betcha! And that's the problem with passion. We are driven to be stupid.

But what about the past aviation heroes who, through trial and error, established the parameters of the flight envelope? They, too, learned to paint the sky purple but often at great cost. But at what enormous satisfaction? Wasn't it Alexander the Great who complained that his father Philip would leave him nothing left to conquer? Is there something of Alexander in all of us, too? Is there enough satisfaction in flying straight and level and staying within +/- 150ft?

But there's something else too. Being a pilot is often more important than flying itself. You are a member of an elite club. One of the daring young (old) men in their flying machines entitled to wear wings on your chest and your underpants on the outside of your trousers. Is it all about image? Is there anything better than hangar talk? "There I was at 30,000ft with nothing on the clock but the maker's name – and even that was fading fast". Yeah, right. How do you know someone is a pilot? Wait for them to tell you! Probably all truer than we care to admit...

So, is there any point in thinking through why we want to fly? Do we gain a little self-respect by being introspective? Einstein said "if I have seen a little further than other men it is because I have stood on the shoulders of giants". We too, stand on the shoulders of giants. Perhaps if we'd listen to them more often, history would stop having to repeat itself.

The purpose of the Devil's Advocate is not to criticise the establishment without suggesting something better in its place. It is meant to be thought provoking. I have no idea why I'm driven to fly. Do you? It doesn't make sense, does it? It's expensive, it's sometimes hard work and it often takes me away from my family. I only wish Paul had known about Penicillin. Perhaps then he might have written "why do we fly?"– instead of who are we, where do we come from and where are we going?

The General goes cross country

BY THE OPS TEAM

AFTER COMPLETING AND TEST FLYING HIS AIRCRAFT, JOE (AKA GENERAL DISASTER) CAME TO ME TO COMPLETE HIS CROSS COUNTRY ENDORSEMENT. WE STARTED IN A HIRED AIRCRAFT TO COVER MORE TERRITORY AND CHECK JOE'S BASIC TRAINING FROM HIS GA DAYS. THE AMATEUR BUILT AIRCRAFT HE COMPLETED FROM PLANS IS A LITTLE SLOW FOR THAT AND WE JOKED WE MIGHT NOT GET OUT OF SIGHT OF THE AERODROME IN IT.

DURING our discussions before the flight, I noticed Joe already had good planning principles and understanding of the requirements for navigation. He told me he had completed many flights in the right seat of friends' aircraft and, as a result, had done some significant practice.

Joe was a little nervous as we departed when he realised I needed him to practically demonstrate what he could do from his GA training 20 years before. My first test was a deliberate check on his pre-planning and airspace awareness, because our proposed flight path would take us into CTA if Joe wasn't on top of it. Off into the big blue yonder we went. 10 miles before the first turning point, Joe started to descend. When I asked him why, he replied he did not want to bust controlled air space. First test passed.

My next challenge was to ask him to complete a diversion due to bad weather (and we all know this is what instructors do in clear blue skies. Without any evidence they claim thunderstorms are ahead and that the planned flight will no longer be possible in the direction planned). I asked Joe to take me to a quite obscure town which, conveniently, has two dry lakebeds between us and the destination on the intended track, which, also conveniently, would make it easy for pilots to make a mistake if they don't fly accurately. To add to the challenge, I asked Joe to take us there at 500ft AGL, because I saw Joe was reading the map rather than relying on holding a constant heading and speed to use time-over-distance principles.

Joe did a great job with quick maths to work out the new heading and distance and aimed for the new destination under a simulated low base of cloud - this leg was only 45nm and did have some good landmarks at the half way point. However, I noticed that, while he had calculated the diversion correctly, he was actually holding a heading 20 degrees too far north. Joe then started map crawling from silo to silo and diverged even further away. The next hint I had he was worried was when he announced and proceeded to do an orbit.

When I asked what the problem was, he started talking about missing towns and silos. I asked Joe what our expected time to the new destination was supposed to be, because we were actually only halfway there. His plan at that point was a good one. He intended to return to the last known point and re-establish his flight from there.

Rather than do that immediately, I encouraged him to resume his flight and original heading and continue until the time he had calculated had lapsed, because, as I said, we were only halfway there. Once he did this, we found the first dry lake as expected.

Joe told me later that, at this point, he was acknowledging he had been a little cocky up until then but finally started using the map for its intended purpose, working out we were too far north. Turning his head left he found the correct dry lake and the destination.

Overall Joe did well, and I started to think he just needed only more practice and a solo flight before a possible flight test.

THE GENERAL GOES BUSH

I then sent Joe on some shortish solo flights (in an aircraft which cruises at 50kts so a shortish trip is a relative term) to build his confidence and manage the workload of an open cockpit. Then we realised a longer solo trip would also be helpful.

The next solo coincided with a weekend event at an aerodrome only 150nm away. It was manageable in his amateur built aircraft and he began planning. After the maps were consulted, lines drawn and weather and fuel assessed, we reviewed and confirmed his planning. His wife drove the family car to the destination because they planned to camp there for three days. I planned to fly my own aircraft there the following day to join in the fun.

It was time for Joe to prove he was leaving the General behind. Departure was set for Friday morning. To make sure fuel was not an issue, a stop at an aerodrome halfway along and only five miles off track was planned. I was impressed with Joe's planning until I heard he had made the decision to take off without wearing his freezer suit because the day was warming up (his aircraft has an open cockpit). Later I received a text message confirming he had arrived safely but decidedly chilly.

I flew in the next day. While chatting with locals in the aero club, I was impressed to hear Joe had completed his return planning using his whiz wheel and map. Because the winds were favourable, Joe decided to track directly home, however the General was still lurking! The fuselage on his homebuilt aircraft was magnetised and hadn't been degaussed, so the compass Joe had fitted to the airframe was not accurate. Instead, the General was using a phone app with a GPS based compass.

> "The fuselage was magnetised and hadn't been degaussed, so the compass was not accurate"

Joe departed with full fuel and a tailwind directly home, but the General had forgotten to charge his phone! 40 miles into the flight the phone went dead, leaving Joe with an inaccurate compass. Applying basic principles, Joe held the course he had and reverted to using the map and watch.

Joe reported he arrived in the circuit only two minutes past his planned time, then re-enacted a Pope moment by kissing the ground and demanding a hot coffee to warm up.

I need to note Joe was obviously leaving more of the General behind and conducting himself as a professional pilot. But every now and then, the General intrudes and manages to make Joe's life a misery.

Strength in numbers

BY BRIAN BIGG

I WAS at a fly-in the other day. And, because there were quite a few people milling around, I stayed near my plane so I could proudly tell anyone who made the mistake of expressing any remote interest in it, what it could do and how wonderful it was.

I am such an enthusiastic salesman for Zephyrs, Dexter should offer me a commission. But really I do love my aeroplane, as most of you will know from having read me banging on about it for years and years. Its 12 years old now and we know each other like an old married couple. I know every inch of it.

So it was with some surprise that one interested bystander pointed out to me (after having stared into the cockpit for several minutes) that the sticker on the panel, telling people they enter the aircraft at their own risk, was starting to peel off. And, while he was at it, he also commented that the other sticker, the one telling people that the maximum weight allowed is 544kgs, was also starting to come loose.

Yes, yes. I had noticed them. I smiled one of those smiles you do when you want the person to bugger off, but don't want to appear rude.

Another bloke standing near the wing, having overheard the first bloke's helpful observations, offered his own opinion that the tread on the right wing (where I stand to climb into the plane), would need to be sanded back and would probably look better with a new footpad glued on there.

Yes, yes, I had been planning to do that. He got another one of these smiles.

Over the next few minutes the two blokes circumnavigated my plane picking it to bits. I trailed along behind them, explaining why a particular widget hadn't been replaced or how I hadn't been able to source a particular fudget to make that part look better. Nothing potentially lethal, thank goodness, but lots of irritating things that a 'proper' owner builder would have fixed, replaced or painted.

At the end of the critiquing circumnavigation process the two blokes, by now promoted to numbers three and four on my 'I hope you get hit by a bus' list, wandered off looking very satisfied they'd put me in my place.

You just know they'd dine out on that for months. "Oh yes, we were ve-err-ry disappointed with the standard of the Editor's aircraft, don't you know. Tsk, tsk, such a poor example to others".

By the way, number one on my 'I hope you get hit by a bus' list is the girl who broke my heart in year 11 (I'll never forget, Wendy, I'll never forgive!) and number two is the headmaster of a particular school who once told me I was such a trouble maker I would never amount to anything in life more than a garbage collector (I'm a journalist, so I suppose he wasn't far off, was he?) Ahem – I digress.

I felt angry. How dare these two complete strangers pick holes in my beautiful aircraft. It was on display to be admired not criticised. And the fact that they appeared very knowledgeable and experienced just made it worse.

As I usually do, I snuffled long and hard on what had happened. If you read my Editor's choice a couple of months ago about my run in with the traffic controller at Camden, you will realise that, as a typical redhead, I fly off the handle passionately, but calm down some time later when I realise that it is usually more my fault than the person I'm arguing against. After an hour or so, I'm normally back on level ground.

By the time I'd inhaled a couple of Lions Club sausage sangers (yes please on the onions and yes please on the BBQ sauce) and shaken a few hands, I took time to stand on this side of the fence and watch the real pilots promenading on their side of the fence.

I got out my phone and started listing down all the maintenance things the two blokes had pointed out to me. It wasn't such a long list really. It just felt bad at the time. I resolved to have it all replaced or repaired by the time I made it back to the airport for the fly-in next year.

As I did so, it occurred to me that what had happened might not have been such a bad thing. I'd actually had a couple of pairs of fresh eyes drawing my attention to a number of things which I'd no doubt overlooked or walked past every day and not registered.

I resolved to take an idea to my next club meeting. How about this for a plan? One bright and sunny Sunday morning, we wheel out someone's plane on to the grass and have the rest of the club members go round it and under it and over it, looking for things that might be wrong, need fixing or replacing. You never know. They might find something important. At the very least they'll give the owner a list of things which can be prioritised to be done.

It would have to be made very clear that no one was to point a finger at the owner and accuse him or her of incompetence or neglect. It would have to be done in an atmosphere of co-operation (rare for pilots) not acrimony (more common). Owners of those spotless models of perfection could get to stand there smug while the rest of us peered and prodded, looking for a fraying cable or sticky switch – or a speck of dust at least.

The ones like me who fix the big things, but leave many of the smaller things to a not-so-sunny day (which seldom comes) would get a list to work on. By the time we went through everyone's plane, one every week, there shouldn't be a dodgy aircraft on the field. Even knowing your plane was to be examined next weekend would be incentive for me to get out the sticky tape and glue and start getting ahead of the prying eyes.

Having decided that what had happened to me was in fact a good thing, I headed back towards the flight line. Grudgingly I moved the two fly-in nosy parkers back down my 'I hope you get hit by a bus' list.

They now sit just below my otherwise lovely neighbour whose poodle Labrador cross craps on my lawn at night and one place above the mechanic who insists on putting his company logo sticker on my car's back window after every service, even though I take it off every time and have asked him not to do it (I pay a lot for the service. If you want me to advertise your business, Tony, you can pay me!) I'll calm down in an hour or so.

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When I didn't have the foggiest

BY KEN NICHOLAS

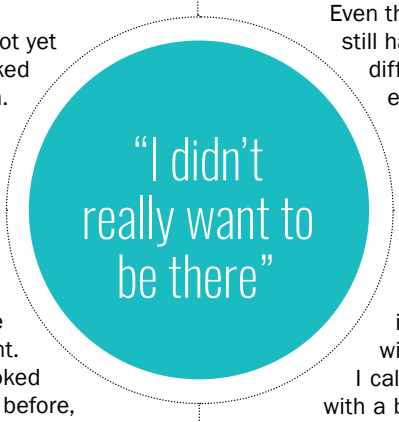
THE flight started like any other (as judged by my limited experience at the time). There was one difference – I was to have a different instructor for the day. My regular, David, had sent me text asking if I would mind going up with Don, one of the other instructors available at the time.

I didn't want to miss my lesson so I accepted and thought it would be interesting to fly with someone different.

Have you ever had one of those days where everything started off okay and then went progressively downhill? It's fine if you are a skier, or a scuba diver, not always if you are leaning to fly. This was one of those days, at least from my view anyway, and it got to the point where I didn't really want to be there.

My previous lessons had included me doing circuits on both runways 34 and 28, with some crosswind component on both occasions. I was up to about six and a half hours and my landings were getting more consistent, so the plan for today was just to go out and do another hour of circuits, this time with Don. This would let him impart to me his way of teaching and allow him to see what he could do to help me improve.

The new hangar for the school planes was not yet complete and so the Tecnam was still being parked in the old hangar with dirt floor up on the apron. This would prove to be of significance later. With the daily and preflight checks out of the way, we taxied out to runway 28. The wind was only about five to 10 knots with a slight crosswind of about 10 degrees or so from the left. But as we turned to line up for take-off, a rather nasty looking black line of clouds faced us in the west. Yes, we had noticed them before taxying but we had made the decision to reassess as we went. The choice was one circuit and see what it looked like on final. So as Don had not flown with me before, his instructions were simple. You fly, I'll observe and we'll go from there.



This was a new approach for me. To have to do the pilot thing with my passenger sitting there saying nothing. All went well until we turned final and saw that the front was moving in. Don said, "I think we better make this a full stop". I pulled off a pretty good landing and we taxied back to the hangar. Just as we stopped the wind hit us pretty hard so, in rapid response, we made a dash to get the plane back in the hangar before it got too wild. We had it half way in when the rain hit and hit hard. We struggled and the small spoon drain at the front of the hangar filled with water. But we managed to get the plane safely away, despite getting rather wet in the process and our feet wet from the drain while closing the door.

That was that for the day, or so we thought, but 10 minutes later the sun was shining and all was well with the world again. So we dragged the plane out again and off we went for a second attempt. With the preliminaries out of the way, we taxied to the end of runway 28 again. But as we were backtracking, the windows started fogging badly due, so we thought, to the sudden rise in humidity as a result of the downpour. So it was vents open, cabin heat on and manually demist. With the last minute checks done, a rolling call was given and we were away again. Because of the storm we had the place to ourselves. There was no other radio traffic, probably because everyone else had looked at the radar and didn't like the look of that squall line coming through. We had a relative blue sky all round. At least a blue sky outside the aircraft. Shortly after take-off Don said to me, "I don't like the smell of that heater" so I shut it off. But with it went our demisting and pretty much instantly we fogged up again. We had just turned crosswind on climb for the 1,800ft circuit height and visibility became zero, as if we were sitting in very thick cloud. It could easily have been an instrument training flight. There and then we came to the conclusion the fogging was caused by the high humidity. Later, on my drive home, I realised it was probably caused because Don and I had gotten pretty soaked earlier and it was our body heat and damp clothes that were the real problem.

Having faith in my new, but experienced instructor, I manually demisted the windows with the soft cloth always kept in the plane and my handkerchief. It was a full time job just to maintain visibility and even then it wasn't good from where I sat.

Even though there was still no other traffic around, we still had to maintain a visual lookout, which was very difficult. But we continued onward and upward. We established a sort of routine - climb to our usual point, wipe the windows, do our look out then make the turns, crosswind, downwind, base and so it went. Trying to keep that good approach picture out the front was pretty tricky and a little unnerving, in particular when it came to the flare point.

After about a half hour of circuits in our flying fogged fish bowl, the one with the frosted windows and the couple of not-so-pretty landings, I called a go-round because, just off the deck and with a bit of crosswind and poor visibility, it didn't particularly look good to me. Don immediately called, "my aircraft" and, taking the controls said, "you can save this. You still have plenty of runway". Applying a small amount of power, enough to prevent the stall, he flew it the remaining 700m or so down the runway. One to two metres off the deck, he showed me how I could have picked another touchdown point further along or indeed still go round safely.

Turning base on the next circuit and still battling a fogging problem, I told Don I had become pretty fed up with the situation. He gave me the choice to stop for the day, but said the challenges were actually proving to be a very valuable learning experience. I chose to go on and battled through the conditions for another half hour or so. I managed the continual fogging and even made some reasonable landings. At the end of that hour, I was absolutely knackered (pardon my French). As we climbed out, Don turned and said, "well that tested the hell out of you didn't it? I bet you won't forget that in in a hurry".

He was right. That lesson is well and truly fixed firmly in my memory. I'm glad I continued with it because my confidence rose. For the first time I knew I could handle serious distractions, yet still carry out safe landings. It's funny how experience can still reach you through the fog of learning.

Hard landings

BY KATIE JENKINS **NATIONAL SAFETY MANAGER**

PILOTS don't set out on a flight with an intention to land hard, so what sort of factors can play a part in making a hard landing happen?

We need to consider environmental factors like:

- changing weather or weather other than what was forecast;
- local weather effects like afternoon coastal sea breezes;
- inland dust devils or mechanical turbulence from buildings; or
- tree lines near the runway.

If we don't maintain correct aircraft directional control all the way to touchdown and beyond, a hard landing is likely because the aircraft is not kept straight with rudder. Significant rudder inputs may be required due to the decrease in airflow at slow speeds, something which can be practiced safely at altitude.

Climb to at least 3,000ft AGL and set the aircraft up in a standard landing configuration, with flaps, trim and power set. Then line the aircraft up on a road or tree line and try, while the aircraft is descending, to practice making appropriate directional inputs with rudder which are positive enough to ensure the alignment is maintained.

Ideally if you can manage to practice this with a slight crosswind, crosswind directional control will be improved as well. Set up a stable into-wind and balanced approach, then apply rudder and aileron correction as if converting the drift-corrected crosswind approach into a slipped approach. If you are unsure, always ask your Instructor or CFI to come along with you, to make sure drift is corrected and appropriate inputs are made.

Make sure you reference straight ahead of your seating position, not across the cowling, because this makes a significant difference to the aircraft alignment. Finally, managing speed control is a must during this exercise, because the correct approach speed is critical to ensuring the aircraft maintains a stabilised glide approach.

Likewise, we can all become complacent about holding the aircraft off for as far as possible into the landing or ensuring the nose wheel is kept off for as long as possible. Again, if you are unsure or out of practice, bring along an instructor, but try flying approaches on a challenging day. Instead of landing, apply sufficient power to round out and maintain approximately 1-2m above the runway to allow time to practice the inputs required to keep the aircraft straight. Obviously don't continue this low speed pass for longer than is safe and again ensure airspeed is managed as recommended by the manufacturer in the Pilot Operating Handbook.

> "Laws insist the Coroner is the only person authorised to determine what caused an accident"

Finally, pilot fatigue or inattention can also play a part in hard landings, particularly if you have been flying long distances or to an unfamiliar airstrip. Optical illusions can occur if you have flown a long cross country flight at altitude. When the aerodrome is confirmed as the correct one, clear up the cockpit, put away charts, whiz wheels or other navigation equipment and get prepared for landing.

Listen in to the aerodrome frequency for long enough to build a 3D picture of other aircraft locations and intentions, and where your aircraft fits into the traffic pattern. Complete pre-landing checks early and make sure the same reference features on the aircraft are used to position the aircraft correctly for spacing on downwind, turn onto base and final. Often hard landings occur due to a natural tendency to crowding the circuit, flying too close or too fast, then trying to force the aircraft onto the runway.

The best decision a pilot can make is to conduct a go-around. If the landing doesn't feel right, go round and try again. Professional pilots know their limitations, constantly assess their flying in a non-judgemental way and manage their aircraft effectively.

THE ERP

RAAus attends when a member is involved in either a fatal or serious accident.

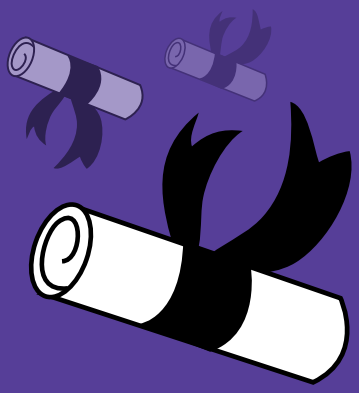
What you might not realise is that we are invited to attend. Without an invitation from the local police, RAAus has no jurisdiction. And when we are invited, usually as a subject matter expert, we are requested to provide a report.

The provision of a report is one step in the overall process, documented in our Emergency Response Plan (ERP). The ERP is a detailed internal RAAus document which governs every aspect of dealing with serious and fatal accidents.

The accident report component of the ERP is prepared by the staff member who leads an investigation, in conjunction with input from other senior managers, the National Safety Manager and the CEO. Generally it will take us between four and six months to finalise a report. Our focus centres on three key areas. We examine environmental, operational and technical factors.

Once completed, the report is provided to the police officer leading the investigation, compiled with the police report and supplied to the Coroner assigned to the matter. The ownership of the report lies with the police and Coroner, not RAAus.This particular issue is a point of frustration for both RAAus management and members. However Coronial laws insist the Coroner is the only person authorised to determine what caused an accident and, as such, RAAus is precluded from making its own judgment about the cause. Further frustration comes from the fact that Coroners have up to 24 months to issue their report while RAAus strives always to get critical safety information to members through regular updates. We continue to explore ways to improve our communication and will soon attend a National Coroner's Conference to meet with and present our case to Coroners in a bid to improve safety communication.

Our research shows that over 85% of our fatal and serious accidents are caused by human factors. This means factors, such as poor pilot decision making, planning or management of emergency situations. If a pilot chooses to fly too low, into cloud as a result of poor planning, loses control on landing or take-off, gets an aircraft into an uncontrollable situation, or simply makes a mistake, the common cause is the human element.



Living in harmony

BY PROFESSOR AVIUS **AVIATION GURU**

INSTRUCTORS need to remember who we are. A flying instructor is a person who teaches others to fly aircraft (or helicopters or gliders or trikes or powered parachutes). The privileges granted to holders of a flight instructor qualification vary, but generally, a flight instructor serves to enhance or evaluate the knowledge and skill level of an aviator in pursuit of a higher pilot's licence, certificate or rating.

What isn't often recognised is that flying instructors are also ambassadors for aviation – and as RAAus instructors, we are ambassadors for recreational aviation in Australia.

But there can be much more. As instructors we can often be at the interface (or coalface) of on-field disharmony, sometimes peacekeeper or peacemaker, you choose (I suggest more often peacemaker). What is often overlooked is that in aviation, as a percentage of the population, we are small. On-field disharmony doesn't help anyone and often results in people not flying or even driving people away from our sport. When dealing with such issues the softly, softly, approach is best, at least initially. If that doesn't work, alternatives need to be considered.

> "The instructor is the person who sets the tone for the airfield"

Many airfields support both recreational and commercial operations in various forms. So operating in harmony is better for all – one message / many voices. RPT services operate to a schedule; generally it is a very minor inconvenience to an RAAus instructor to alter his or her operations to assist the RPT pilots to maintain that schedule. Extending a leg of the circuit or executing an orbit on downwind (ensure you broadcast your intentions) makes little difference in the RAAus scale of things but can mean a lot to the pilots carrying paying passengers. Regional Express, in particular, is always appreciative of that assistance and their crews regularly express their thanks. It also promotes and maintains courteous dialogue. Don't forget, at some point, students pilots will muck up a radio call or two in the early stages. My experience with the RPT and charter crews is they all remember being a student and are more than happy to cut a little slack, where the courtesy is reciprocated.

But it's not just interacting with commercial operations. Most of us are weekend aviators and it pays to remember we don't own the airspace – we share it. And we need to share it safely even if we only use it at weekends.

If you are planning to conduct circuit training at the same time as others or maybe even planning to practice in-circuit emergencies, take time out, think about what you have planned or are planning and give others the courtesy of a heads-up where practical and appropriate: Remember it works both ways.

Whether your airfield has a glider operation based there or not, invariably one day a glider may arrive there – remember the forecasts for thermals are not infallible. If a glider does arrive in the circuit remember they can't go around. When they have landed, the pilot may require, and will be appreciative, help to move the glider from the landing area.

Powered parachutes do not need an airport to take off and land. Many pilots fly from private strips and open paddocks, but may need to be considered at your local field occasionally. They typically only fly in conditions of nil or very light wind but they travel slowly and need to be given room.

Parachute operations are somewhat more confined to specific areas. Instructors need to ensure all their students are familiar with the requirements listed in ERSA and symbols on the ERC regarding parachutes. Some will give a call with time to drop. Others, like army parachutists, require a temporary exclusion zone for each drop (3 – 5nm). So be a peace initiator. Go and discuss operations/requirements with the person in control.

Then there are visiting aircraft, pilots who call in for fuel, a leg stretch or toilet break. Be the friendly instructor – ensure they get the fuel they need. If they feel welcome, they will come back. At our airfield we have many transients who visit because they know there is a reliable fuel service (it wasn't always so, but through a process of negotiation with the supplier we can now boast an extremely reliable service for which the aero club also benefits), the people are friendly and there is tea and coffee at the club.

The point is the instructor is the person who sets the tone for the airfield. If you act as peacemaker and negotiator, your field will invariably be peaceful and harmonious.

The trip went well then

THE BEST BITS ABOUT BUILDING YOUR OWN BY DAVE EDMUNDS

WE did the trip I described in my most recent article, albeit with the end somewhat truncated due to commitments at home.

We delayed our start date waiting for the usual autumn high pressure system, the sort which produces sublime weather in southern Australia. And sublime it was. This was perfect weather for taking a passenger, because we could cruise 1,500ft above the ground in smooth air.

I promised our Editor I would not do a description of the trip, because there are plenty of readers who contribute those. I do find the more I do outback trips, the more comfortable and appreciative I am of our country.

So, I would like to make a few notes about preparation for such a trip, preparation which is getting simpler, as you will see.

Cowardice is always an asset for pilots, and I have a big asset. At this time in our lives we are free to play around with dates and choose the weather we want. I find this hugely reduces the stress of a trip and, of course, improves the experience. All I want is a really big, slow-moving high pressure cell over most of the south-east of the country. That is not asking too much.

I don't file flight plans for these trips, but do lodge the trip with the AMSA beacon website before leaving. If you are contemplating any remote trip, you really must have an emergency beacon.

I carry around six litres of water and a little food for the two of us, warm clothes and a fire lighter. I have carried a light-weight tent and sleeping bag in the past and it is probably good practice. I carry tools to fix a flat tyre, but not much more. My aircraft consumes around 100mls of oil per hour (more on that next month), so I carry enough oil to allow for it, as well as enough for a complete refill. For this trip that was four litres. On a previous trip, my plane coughed up all of its oil and spat it overboard. No one knows why it did that and it has not done it again, but I always carry enough to refill the sump if necessary. There is, of course, a big trade-off between weight and operation. Keeping the weight down is an imperative.

For this trip I brought a cheap automatic noise reduction headset from Aliexpress and, according to my wife, it was fantastic. It replaced the original cheap passive headset fitted to the plane. I highly recommend it. Some years ago I bought a quality Lightspeed ANR headset. I don't think there were any cheap knockoffs around in those days and found it transformed long flight legs. But having now tried both, I don't think it offers enough to justify the price difference.

I am challenged by traditional navigation and would not travel to some of these places without a GPS. So I take three of them with me. My iPad runs Ozrunways and sits on my lap. My iPhone, also running Ozrunways, is mounted next to the panel, and my old Garmin 96C is in my flight bag, just in case. I carry marked up maps in the cockpit. I print out the current ERSA entries for the places I anticipate stopping and can access this information from the iPad if plans change and I don't have the paper copy.

It is necessary to do your fuel planning pretty carefully, although this is getting easier. More places are installing swipe-card machines, a much better solution than arranging callouts. Mobile phone networks are gradually extending into the outback, which makes organising fuel much easier if you do have to arrange a callout. Anecdotally, we were told Optus is installing mobile phones in some remote areas. I have, for some time, considered buying a cheap second phone for when I travel overseas. I might do so, installing an Optus SIM, to augment my Telstra phone, for future outback travelling.

Roaming WiFi is also making inroads into rural Australia. The cost is $4.95 for 100mB

" I am challenged by traditional navigation and would not travel to some of these places without a GPS"

of data over three days. It worked well at both Noccundra Hotel and Innamincka, allowing us to check weather. It wasn't there last time I was, so things are changing. I do like to check weather, if only to work out winds and plan fuel for some of the longer stages. If you haven't used BOM's Meteye service, do so. It is fantastic, so it may just be worthwhile looking at your device when you get to a remote destination to see if WiFi is available. I just checked the Roaming WiFi coverage map and found it is not up to date, so you could be pleasantly surprised.

Travelling has been a major interest for my wife and I throughout our lives, always paid for by us. For many years, I was amused at what I saw as stolid resistance to change in many outback communities. While these communities were desperate for tourist dollars, they seemed to believe paying customers should just suck it up, and accept whatever service they got, albeit delivered in a friendly and welcoming fashion. Even to the point of language. I heard of several foreign tourists who could not identify the language used in the outback. I understand that this all sounds a bit precious, but there are spectacular opportunities for tourism in the outback, for places which struggle with the vagaries of agriculture and diminishing opportunities for town people. It is heartening to see locals are now reaching out for those opportunities.

Things have changed quite rapidly over the past five years or so. It is not as if they have gone all Double Bay in the outback, although the cafe in Thargomindah has and is none the worse for it. But in addition to the welcoming atmosphere which was always there, there is now more awareness of the economic potential, and service has changed accordingly. Modern communications are also transforming some of these communities.

Still, I want the outback to retain its charm, its quirky pubs, its characters, its glorious scenery and crystal-clear air. But a good cup of coffee never hurts either.

Coober Pedy

OPAL was first found in Coober Pedy on 1 February 1915. Since then, Coober Pedy has been supplying the world with the majority of its gem quality opal.
Coober Pedy today relies as much on tourism as the opal mining industry to provide the community with employment and sustainability.
Coober Pedy has evolved into one of the most unique places in Australia and perhaps the world.
It's a cosmopolitan town with a population of 3,500 and over 45 different nationalities.
The Breakaways are a striking & unique example of arid scenery. From the flat - topped mesas to the stony gibber desert, remnants of millions of years provide a wealth of geological interests and breathtaking views.
Looking out over the Breakaways it is hard to believe that over 70 million years ago, a vast inland sea covered the area.
The region is rich in Aboriginal and European history and is home to an array of native fauna and flora, which have successfully adapted to one of the world's harshest environments.

Definitely one of outback South Australia's best-kept secrets!

DESTINATION

The Underground Motel

HISTORY OF THE MOTEL

The rooms in the Underground Motel were dug into a sandstone hill in 1984, the first of the town's underground accommodation. Each room is unique, with an individual style sympathetic to the arid desert environment.
The décor is tasteful and the rooms are accessed from the verandah through a beautifully tiled hallway. They enjoy natural daylight as well as natural ventilation through air shafts, which keep the rooms cool in summer and warm in winter.

The motel is located on top of a hillside on the edge of the town, providing excellent views of the Stuart Ranges and the Breakaways (and spectacular sunsets).

FLYING IN

The airport is situated about 10 minutes' drive from the town. There is no public transport in town and pick up from the airport needs to be arranged in advance.

The Coober Pedy Experience Motel

The perfect hotel to explore Coober Pedy. Mined for approximately 50 years from the early 1900s, this former working opal mine was transformed into an underground motel complex in the 1990s. Stroll around town visiting shops, museums and attractions, all within walking distance from this classic Coober Pedy accommodation. For opal lovers, Coober Pedy has more opal on display than anywhere else in the world.

A former working mine where opal is still embedded in the sandstone walls, you will see how the miners lowered themselves down the shafts to find the elusive opal. Our local Aboriginal Art Collection decorates the walls and in our Opal Room you will see the beautiful Desert Sea collection of opalised sea shells along with a great collection of solid stones, doublets, triplets, pendants, earrings and rings, and many other interesting and historic presentations.

SLEEP UNDERGROUND

Relax for a night or even a week and experience the joy of restful sleep in the beautifully individually decorated underground rooms. Each room has an ensuite, a queen bed and at least one single. Plenty of crockery, cutlery, coffee and tea are provided, along with tables and chairs, iron, toaster, television and telephone. Book a tour through the tour desk.

FLYING IN

Spend time flying over Coober Pedy or a day trip to Uluru, Alice Springs and return. Charter flights out of Coober Pedy go to to Lake Eyre, William Creek, Oodnadatta, Breakaways, Warburton Grove, Dalhousie Springs, Davenport Ranges and Anna Creek Station.
A shuttle bus will bring you to and from the motel.

The Underground B&B

Underground Bed and Breakfast provides spacious five bedroom and four bathroom dugout type accommodation divided into two areas. Each has its own lounge, kitchen and outdoor entertainment area with continental breakfast and a bottle of wine on arrival.

The convenient location offers easy access to the city's must-see destinations.
The excellent service and superior facilities make for an unforgettable stay. Guests of the hotel can enjoy on-site features like free Wi-Fi in all rooms, 24-hour security, fax machine, fireplace, gift/souvenir shop.

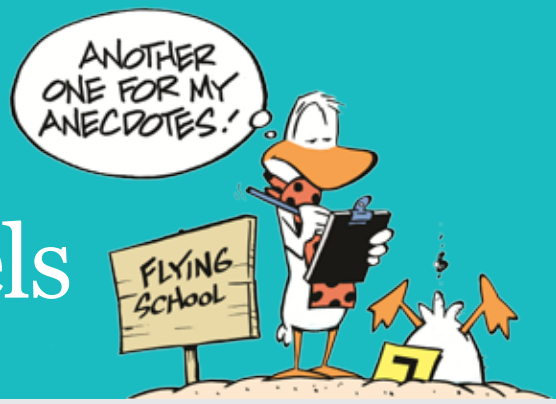
The accommodation has been carefully appointed to the highest degree of comfort and convenience.

THINGS TO DO

Visit the Breakaways National Park;
Be amazed at the grandeur of the Painted Desert;
Venture out to historic Oodnadatta;
Safari down the Oodnadatta Track;
Tour to the William Creek Pub and see the disused historic railway siding;
Venture out to see Lake Eyre and Haligans Bay.

FLYING IN

Free airport transfers available.



The traps in tailwheels

BY RALPH BURNETT

A SERIES OF STORIES FROM FLYING INSTRUCTORS. THEY ARE DESIGNED TO BE EDUCATIONAL, AMUSING OR SERIOUS – SOMETIMES ALL THREE. THEY CARRY A MESSAGE ABOUT SAFE OPERATIONS.

MOST pilots remember their initial solo flight. But many instructors remember their first solo send-off. Some of us can even remember, with horror, sending our very first tailwheel endorsee off solo. The system has changed over the years so it is no longer mandatory to actually have the endorsee fly any solo time under supervision. Back in the 1960's it was the necessary. With tailwheel endorsements the instructor has to be sure the endorsee is performing consistently. Having them groundloop is a FAIL for your efforts.

It was 1967, and in a country to the north of Australia where I was flying part-time charter ops in a Cessna 185, and doing my instructor rating in parallel. I'd been asked to seek approval to conduct a tailwheel endorsement for a private pilot who had recently purchased a Cessna 180. This because there was no local instructor willing to do it – perhaps due to the reputation of the C180/185 for getting away from pilots. This approval required me to undergo a quite thorough test of my briefing and instructional technique with a DCA (now CASA) Examiner of Airmen. This in itself was a learning event because he was an ex-RAAF Canberra jet pilot who had only flown Tiger Moths way back, and nothing tailwheel since then. He was also very short in the legs, which makes for weak rudder control in the 180. But it all went well and I was duly approved to conduct the endorsement.

So off we went to an old WW2 strip on an island off the coast. After 4-5 hours he was landing that 180 on three points every time. So, I deplaned and said "sayonara-see you after a solo circuit". His initial landing was good, on three points but a little fast. Then he relaxed the back pressure and, as he rolled past, turned towards me, big grin and waving with one hand. Predictably, around swung the 180 in a spray of coral gravel. It luckily didn't grip on the outside tyre due the loose surface, but made a perfect on-the-spot 180. The classic groundloop! A rather ashen faced pilot emerged from the shut down aircraft to ask "what happened?" A comment I have heard several times since with other endorsees. A learning experience for us both.

Over 150 tailwheel endorsements later, I now keep well out of the pilot's vision. Although I no longer have to do it, I still send endorsed pilots off for supervised solo circuits because they usually benefit from a comment or two via handheld radio, and it builds up their resilience.

David welcomes your own aviation anecdotes.
Email them to editor@sportpilot.net.au

The dreaded groundloop beast

5023 LOCATION LOCATION LOCATION. HOLBROOK AIRPORT 22 AIRPARK ROAD

Nil Airframe Hours, nil Engine Hours, nil. 22 Airpark Road Holbrook NSW 2644. 25m wide 30m deep Vacant Block.
PRICE **WAS $89, 000 ONO. NOW $79000.00 ONO**
CONTACT **DON WOODWARD 0417 696 461**
EMAIL **DONWOODWARD@OUTLOOK.COM**
WEB **HOLBROOK.SIMDIF.COM**

5026 JABIRU FOR SALE

674 Airframe Hours, 674 Engine Hours, UL500. Jabiru UL500 2200cc Solid lifter LCH conversion A reliable, delightful, simple, no vices aircraft. Long wings with winglets provide stability, reduced take off, approach and stall speeds. $37500. Call for a detailed data sheet.
PRICE **$37500.00**
CONTACT **DANIEL COSGRIFF 0468 931 895**

5039 RANS COYOTE II S6ES

260 Airframe Hours, 260 Engine Hours, S-6es Coyote Ii. Registered till June 2017. Rotax 582 UL engine 260hrs. New BRS recovery chute installed December 2015. Large roomy cockpit with sliding seats. Folding wings for easy storage/trailering. All VFR instruments. Search Youtube for "Tuflux RANS Coyote".
PRICE **$26000.00**
CONTACT **GORDON JAMES BAILEY 0409 348 293**

5080 JABIRU J120

450 Airframe Hours, 114 since Zero timed Engine Hours, J120. Engine 114 since Zero Timed.Many new parts used. Crankshaft magnetic particle checked. Aircraft could go back into commercial work with check. 1/2 share in Steel Hangar near Bega/ Merimbula available cheap
PRICE **$45000.00**
CONTACT **NEVILLE JOLLANDS (02) 6494 4125**

5088 FLIGHT DESIGN CTLS

612 Airframe Hours, 612 Engine Hours, CTLS 598 airframe and engine hours. 130L fuel giving over 6 hours endurance at 110-115 TAS. Empty weight of 329kg giving useful load of 271kg.Always hangared and L2 maintained.No accident history. Immaculate condition inside and out.
PRICE **$132000.00**
CONTACT **WILLIAM DAVISON 0419 632 477**

5095 TOPAZ

270 Airframe Hours, 270 Engine Hours, Topaz. Topaz 24-8438 ttis 270 hours. Rotax 912UL cruise 105 kts at 15 lph. Ballistic parachute. Standard analogue gauges, electric flaps, trim on central joystick. Wide cockpit, centre arm rest, leather seats, 40 kg luggage.
PRICE **$90000.00**
CONTACT **BOB MELDRUM 0400 230 895**

5098 KARATOO J6

660 Airframe Hours, 385 Engine Hours, J-6 Karatoo. Two (2) seat side by side recreational aircraft with Subaru EA81 engine and Warpdrive 3 blade propeller. Two owners only and mine since 2007. This is a stable, reliable, economical aircraft to own and fly.
PRICE **$22000.00**
CONTACT **CHRISTOPHER ROBERT STEWART 0419 486 125**

5139 DAKOTA HAWK

0 Airframe Hours, N/A Engine Hours, Dakota Hawk. All controls complete. A/C is fitted with Matco wheels and brakes. A/C is fully covered and painted. Will take a Rotax or Jab 100hp. Fully folding wings.
PRICE **$28000.00**
CONTACT **BRIAN HOWARD 0401 060 613**

5140 PARADISE P-1

286 Airframe Hours, 286 Engine Hours, P-1. PARADISE P-1.
PRICE **$95000.00**
CONTACT **JOHN DARBY 0402 210 913**

5149 LIGHTWING GR 912

930 Airframe Hours, 536 Engine Hours, GR 912. Australian Lightwing GR912 Great rugged, reliable aircraft suitable for bush strips, nil accidents, dual headsets, ICOM vhf radio, maintained by owners and L2. Cruise 70 knots @ 13L per hour. Located near Hobart, Tasmania.
PRICE **$22000.00 ONO.**
CONTACT **ROBERT EASTHER 0419 337 169**

5157 AIRBORNE 912 SST TUNDRA

153 Airframe Hours, 153 Engine Hours, 912 SST tundra. Airborne 912 SST Tundra, 153 hrs, immaculate, always hangered, Garmin GPS196, BRS, undercockpit travel bag, Bolly prop with stone protector, Vertex VX 220, Skydat GX2, Air Magic helmets, Alpha Com Pax Headsets,training bars,engine cowling,lots extras
PRICE **$43000.00**
CONTACT **LEONARD DAVID RESNEKOV 0418 220 452**

5175 X-AIR STANDARD 19-8277

60.0 Airframe Hours, 60.0 Engine Hours, Standard. An ideal local run-about. Cruise 55-60 kts. In excellent condition. Always hangared.
PRICE **$23500.00**
CONTACT **JEFFREY DOUGLAS CARDWELL 0400 505 058**

5185 JABIRU 170 FACTORY BUILT - BEST BUY

2770 Airframe Hours, 340 Engine Hours, J170. Jabiru 170. Excellent condition for age (2011) as has been maintained by the same Jabiru specialist maintainer since new. Latest spec series 3 engine approved for Flying School use without restrictions. Priced to sell at $35,000 + GST. Bathurst NSW.
PRICE $35000.00
CONTACT CHRIS STOTT 0418 223 694

5191 SUPERMARINE SPITFIRE MK 25

0.0 Airframe Hours, 1,450 Engine Hours, Spitfire Mk 25. Supermarine Spitfire MK25 with Rotax 912S, Woodcomp inflight adjustable prop, electric retractable landing gear, electric trim and Galaxy BRS. Call for more information, pictures and inspection.
PRICE $83000.00
CONTACT CHRISTOPH WEBER 0418 493 989
EMAIL CHRISOZ@GMX.NET

5197 SKYFOX CA21

309.2 Airframe Hours, 309.2 Engine Hours, CA21 Skyfox. Skyfox CA21 in excellent condition,T/Hrs 309.2 recovered using Stitts system, new upholstery. All ADs completed incl. alum. laminated aileron hinges GA dash. May be oldest flying Skyfox in existance S/N CA-21010. Easy to fly.
PRICE $24000.00
CONTACT PHILLIP MCGUIRE 0427 632 590

5200 ZENON GYRO

600 Airframe Hours, 600 Engine Hours, Gyro. Zenon GyroCopter. 2 seat, side by side, fully enclosed cockpit, Turbo 912 Rotax engine. Tri-cycle undercarriage. Located in Ingham Nth Qld.
PRICE $80000.00
CONTACT GEOFF BROWN 0417 191 852
EMAIL GEOFF@NQAVIATION.COM.AU

5208 ROTEC RALLY

1191 Airframe Hours, nil Engine Hours, Rally. Rotec Rally/Pather, slight damage to one wing strut via transport. A strong built, easy to fly aircraft, cruises at 75 kts, 50Ltr long range tank.
PRICE $5500.00
CONTACT CHARLES DARMANIN 0417 100 446

5223 X-AIR 3194

450 Airframe Hours, 450 Engine Hours, X-Air. X-Air 3194 Excellent Condition 450 Hours TT.E/AF Always Hangered Rego October 2017 Rotax 503 Engine Performs well 3 Blade Brolga Prop. Reluctant sale due to health reasons.
PRICE $10000.00
CONTACT KELLY STIRTON / RON 03 5382 4766

5227 1999 CESSNA 182S SKYLANE FOR SALE

1622 Airframe Hours, nil Engine Hours, 182S Skylane. Hangared: Yes. Complete Logs: Yes. Cessna Service Center Maintenance. All Compressions 73 over 80 or Higher at Annual. Engine Crankshaft AD Completed 6/11 - Mattituck. Useful Load: 1,135.84 Lbs. 96 Hrs on New Alternator. Overhauled Attitude Gyro ,Äì 2015. Aircraft is Flown Regularly. FlightRules: IFR.
PRICE $105000.00
CONTACT LUIS PENICHET (+3) 4632 720799

5229 2001 PIPER CHEROKEE ARCHER III FOR SALE

1445 Airframe Hours, nil Engine Hours, PIPER PA-28-181 (CHEROKEE ARCHER III). 1445hrs engine/airframe/propeller. ARC due till Jan 2018. Next annual July 2018. Autopilot: STEC 55X Autopilot System with Flight Director, Pre-Select, Autotrim, Altitude Hold, Vertical Speed, GPSS,Glideslope Coupling(It will fly the ILS and WASS Approach) and Coupled to and 430W.
PRICE $105000.00
CONTACT LUIS PENICHET (+3) 4632 720799

5232 2009 CIRRUS SR22 G3 GTS TURBO AVAILABLE FOR IMMEDIATE SALE

1335 Airframe Hours, 1335 Engine Hours, SR22 G3 GTS Turbo. FRESH CIRRUS SERVICE CENTER ANNUAL INSPECTION - OCTOBER 2016. NO Damage History. Inspection Status: 1330 Hours AF&E, Garmin G1000 Perspective, FIKI, Air-Conditioning, Turbo, GFC700 Autopilot, SVT, Known-Ice Approved, Yaw Dampener, WAAS, Fresh Cirrus.
PRICE $325000.00
CONTACT LUIS PENICHET (+3) 4632 720799

5233 2004 PIPER ARCHER III AVAILABLE FOR IMMEDIATE SALE

1195 Airframe Hours, nil Engine Hours, PIPER PA-28-181 . EC-JQO. 2004 Piper Archer III, 1195TT, Avidyne Entegra Glass Panel, Dual Garmin 430Ws, S-Tec 55X Autopilot, XM Weather, Beautiful Paint And Interior, Complete Logs.
PRICE **$145000.00**
CONTACT **MIGUEL NADAL (+3) 4632 720799**

5240 XAIR STANDARD

540 Airframe Hours, 240 Engine Hours, Xair standard. Xair standard well looked after aircraft flys like new. Fitted with rotax 618 . Always hangered ,Full instruments ,radio and intercom fresh paint and new carpet. Test flight welcome anytime
PRICE **$12000.00**
CONTACT **JASON HOUSE 0408 108 937**

5241 SUMMIT II PPC

18 Airframe Hours, 18 Engine Hours, Summit II.
PRICE **$15000.00**
CONTACT **DAVID TUNKIN 0412 638 390**

5242 AEROCHUTE DUAL ROTAX 503

232 Airframe Hours, 232 Engine Hours, Aerochute Dual. Aerochute Dual Rotax 503. 58,Äù prop. Standard prop guard. Starter motor with key switch. MicroTim Altimeter/ hourmeter. 370 Canopy, 232 hrs Total time. Registration current to Apr 2018. All maintenance diligently kept over the life and up to date.
PRICE **$8500.00**
CONTACT **DAVID COOK 0438 523 450**

5244 ROTAX B TYPE GEARBOX WANTED

nil Airframe Hours, nil Engine Hours, nil. WANTED ROTAX B TYPE GEARBOX WANTED. In any condition
PRICE **$0.00**
CONTACT **NILS ERIKSEN 0414 615 725**

5245 HANGAR FOR SALE

nil Airframe Hours, nil Engine Hours, nil. Location George Town Aerodrome, TAS. Approx 160sqm, power connected, concrete floor, built in 2016. Membership to club rooms available and minimal outgoings. Aerodrome offers maintained sealed & grass strips.
PRICE **$125000.00**
CONTACT **VERONICA WEST 0428 267 007**

5249 XCITOR POWERED PARACHUTE WITH CUSTOM TRAILER

77 Airframe Hours, 77 Engine Hours, Xcitor. German Built Xcitor Powered Parachute with BRS including purpose built trailer. with solar panels,Inverter,Dual Batteries, Pull out storage for Engel & BBQ and heaps more..A MUST SEE RIG. Im Selling as have converted over to 3 axis for more xc flying.
PRICE **$49500.00**
CONTACT **NICK BURI 0408 923 710**

5250 PROPERTY ON CAPRICORN COAST

nil Airframe Hours, nil Engine Hours, nil. 3 bed brick home on Capricorn Coast 106 acres 12 mtsX12mts hangar, 2nd shed 12mtsX6mts. 740 mts. grass runway. Running 35 head cattle with holding yards. Water Tanks and Bore. 15 min to yeppoon, 45 min to rockhampton Call Bob 07397897 or 0458397896 Price $750000.00
contact Robert Maclean 0458 397 896

5251 MORGAN CHEETAH LOW HOURS

68 Airframe Hours, 30 Engine Hours, MK2. Morgan Cheetah MKII Low hours. 100kts cruise. Electric trim, Patroni prop, Jabiru 2200 with 30 hours, steerable nose wheel, iCom radio. Great value plane in excellent condition.
PRICE **$34000.00**
CONTACT **ANDREW ALAN ROBERT KILROY 0474 565 989**

5252 DRIFTER

756 Airframe Hours, Less than 200 Engine Hours, Drifter 582 wire braced. Early wire braced 582 silver head Btype gearbox 2 seater Drifter for sale Currently still flying and registered. Reason for Sale: have purchased a faster single seater and cannot afford 2 toys. See here on utube for video of it flying. http://youtu.be/9AJ-bYFTIYE
PRICE **$10700.00**
CONTACT **BRUCE ATKINSON 0409 946 232**

5254 POWERED PARACHUTE - HUMMERCHUTE

44 Airframe Hours, 44 Engine Hours, Hummerchute. Powered Parachute ,Äì Hummerchute 2014 Build - Registration to Sep 2017. 44 hrs engine and frame, 367 Sq Ft 15 cell canopy. 582 ULS Rotax oil injected motor. 2 LYNX headsets and Radio and Intercom with VHF and UHF ICOM radios. Too much to fit in this space.
PRICE **$25500.00**
CONTACT **JEFFREY LEITH 0438 441 160**

5255 ULTRALIGHT WASP GT KIT, NOT FINISHED

0 Airframe Hours, nil Engine Hours, WASP GT. I bought this Ultralight WASP GT kit from Australian Aircraftkits Pty Ltd in Laurieton, NSW for $23'100. Due to work overseas and now health issues I can't finish it and have to sell it. For less than half the price, this is a bargain. Invoice and manuals all included. Please ...
PRICE **$9900.00**
CONTACT **GEORG NEUHAUS**

5256 FARM WITH HOME, 2 HANGERS AND AIRSTRIP

nil Airframe Hours, nil Engine Hours, nil. 43 acres, Mary River frontage Kenilworth, Sunshine coast. Hub to 8 airfields flyable 30 minutes. 5 bed Q'lander earning terrific holiday rents (with strong web presence), boasts a 500m grass strip, sheds and 2 hangers. Going sailing.
PRICE **$880000.00**
CONTACT **RICHARD NOTHARD 0431 914 652**

5257 QUICKSILVER GT500 TANDEM 2 SEATER PUSHER

382 Airframe Hours, 382 Engine Hours, Quicksilver Gt-500. Quicksilver GT500 Tandem 582 Pusher in GC. Tri Gear. Icom-A200 VHF Radio. Manual Flaps, Climbs 1000 fpm. 70ltrs carry <20lph. Aux 50ltr Tank Customised to fit rear seat. Cruise 70kts. Engine 582 Silver Top 382hrs rebuilt 292hrs.

PRICE **$16000.00**
CONTACT **MICHAEL PATRICK COSGROVE 0414 517 856**

5258 ROTAX 912ULS ENGINE

nil Airframe Hours, nil Engine Hours, nil. June 2006 Rotax 912ULS Engine (recently replaced.) Engine time at replacement: 1997.9 hrs. Removed running well and with good compression from an Evektor Sportstar. Excellent, thorough maintenance provided throughout the engine life by CASA approved maintenance organizations. All Airworthiness Directives and Service Bulletins were up to date at time of engine removal.
PRICE **$6500.00**
CONTACT **JO TREGOWETH**

5260 AVID FLYER MK IV

46.3 Airframe Hours, 46.3 Engine Hours, Mk IV. Avid Flyer Mk IV. First Flown 2014. Airframe, engine and propeller total time 46.3 hours. Always hangared. Condition interior and exterior as new.
PRICE **$25000.00**
CONTACT **JOHN TOULMIN 0407 068 020**

5261 LIGHTWING GR912

2523.9 Airframe Hours, 311.7 Engine Hours, GR912. Lightwing GR912 Tailwheel - 1989 factory built and registered. Always hangared, L2 maintained. Suitable as trainer for tail wheel endorsement. Recently overhauled, Reluctant sale.
PRICE **$35000.00 NEG**
ANTHONY **CATHCART (TONY) 0427 200 377**

5262 AUSTRALIAN LIGHTWING GR912

4300 Airframe Hours, nil Engine Hours, GR 912. Australian Lighting GR912S Rotax powered. Ex Training Aircraft for Sydney Recreational Flying Club since 1992. Great STOL characteristics Contact Phil 0425320144 for more details and to arrange a test flight.
PRICE **$16000.00**
CONTACT **PHILIP BROWN 0425 320 144**

5266 KAPPA SABRE

500 Airframe Hours, 1,200 Engine Hours, Kappa Sabre SOVA KP2U. KAPPA SABRE, ROCKET SHIP I am selling my sabre at well below replacement cost to fund my new aircraft purchase. At $59,500 (neg) its little money for alot of Aircraft. Cruise 110-130 kts. (VNE 140 kts) Stall at 38 kts. A real head turner.
PRICE **$59500.00**
CONTACT **JOHN ANTHONY MITCHELL 0407 404 585**

5267 HANGAR SPACE SE QUEENSLAND

nil Airframe Hours, nil Engine Hours, nil. New hangar YMRG (Murgon) resident security, quiet, close to town, water, power, lights and work facility(under construction) with reasonable rates. 12.5m x 20m.
PRICE **$100.00**
CONTACT **BURNETT FLYERS (07) 4168 6248**

5268 JABIRU J250 2004

325 Airframe Hours, 325 Engine Hours, J250. Jabiru J250 2004. Solid Lifter eng. VGs, Elect Flap, Trig Mode S Txp, Microair VHF, All 10 Ply Tyres, Gt Touring A/C.
PRICE **$60000.00**
CONTACT **IAN WILLIAM BERRY 0427 997 441**

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RICK MORAWSKI

BY TED WILLETT




Rick at home base Margaret River with his Savannah S / Rick working on Ted Willett's Savannah S / Rick, Ted, John Reymond and Dick Whittington at Narromine 2016

WHEN Rick Morawski lost his battle with leukemia on April 19, at the age of only 62, the world lost a kind, caring, intelligent man and aviation lost a man who was regarded as the guru on all things Savannah and Rotax.

Rick originally began work with the PMG department as a technician, before going on to study to become a draughtsman, builder, business owner and builder of recreational aircraft, pilot and mechanic. He had a brilliant mind, always inventing and creating.

Rick was an avid surfer in his early years and would travel (too young to drive) to Margaret River to surf the big waves. While living in Perth he was known to run ten miles to the beach in the morning with his surfboard. He and his friend, Tim O'Brien, set up a business named Tsunami Boards and later one called Sharp Sticks where they would make and shape the surfboards.

Rick eventually moved to Margaret River with his family, and friend Tim, where they set up their company, Facet Builders, building houses which included Rick building his own family home. Rick was owner builder of another house later in his life and his partner, Jennie, would joke that he only built a house with a double garage so he could build his planes in it. It was not unusual to find wings in the lounge room and plane parts scattered throughout the kitchen.

He was the first person to design and test a manual fuel pump using jerry cans in the undercarriage of a microlight, so he could refuel in flight without having to land.

Rick built many kit planes, most of them Savannahs, for himself and others, willingly taking them through their first test flights. One of his last achievements was flying to Esperance to find and collect the 'Come and Get It Trophy' in his Savannah.

Rick's personal life was lived with the same passion as his professional life. He was fearless and would try anything including free diving, abseiling, rock climbing and caving. When he was much younger, Rick would adventure with his siblings, climbing many of Perth's buildings and investigating Perth's abandoned houses and hotels left to make way for future highways. As a youngster, he was soon jumping off the 10m platform at Beatty Park. He then advanced to somersaults. The Olympic divers training nearby were so impressed, they asked him to join the team!

Apart from being a great surfer, Rick excelled at karate and enjoyed instructing the kids at Margaret River. He played squash with the same determination he did everything else and held several positions in the Margaret River Squash Club

It was here he met Jennie and so began the start of a wonderful friendship and love for the next 16 years. They loved to travel and one of their highlights was backpacking around Italy.

Rick adored children and loved animals. Rick had an affinity with young pet magpies and would adopt injured ones until they were healed. They would sing and call for him each day to feed them and they would always bring back their babies for him to see. Rick had a cat which, for many years, he would wear around his neck throughout the day and later shared Jennie's dog, Tuppy, who he would take everywhere with him, including on countless flights.

Ted Willett, fellow pilot and friend, said, "Rick was our guru when it came to Savannahs and Rotax engines. He and I shared three flights across Australia and each was thoroughly enjoyable and memorable. Last October, four Savannahs flew to Narromine in a variety of weather conditions with our altitude ranging from 500 to 10,000ft. Those are even more special memories now. On one other trip we delivered a Savannah to Queensland and were back in Perth in under three days. Who said Savannahs were slow!?"

Although Rick's business partner, Tim, was not a pilot and was reputedly frightened of heights, he accompanied Rick on several long-distance flights. These did not always go to plan. During a flight to Port Hedland in a new Savannah S, the low fuel warning light came on because fuel had been unexpectedly venting from the tanks. Rick reported they had only 15 minutes flying left. When Tim asked him how long the light had been on, Rick replied 15 minutes! They managed to land safely at Carnarvon.

The sun finally set on Rick's 62 years - far too early - but he certainly left his mark in this world. We take comfort in the knowledge he enjoyed every day and absolutely lived life and is now reunited with his loved ones. He was loved by all his family and friends and will be sadly missed and never forgotten.

WHERE IS CAGIT?

CAGIT BACK IN CIRCULATION

RECREATIONAL aviation's most coveted trophy is back in circulation.

It is currently in the hands of Ted Willett from near Donnybrook WA. Ted agreed to act as a caretaker for CAGIT following the passing of his friend Rick Morawski (see elsewhere this edition) who was the official holder of the prize.

But!

Before you tap Donnybrook into your GPS, Ted reports that an aviator from near Geraldton in WA was, at the time this magazine was heading towards the printers, already booked in to collect the trophy from him at a mutually acceptable time at the end of May.

You'll have to wait until it settles on a tree branch somewhere to find out your next destination.

A big thanks to John Reymond of WA for co-ordinating the effort to get CAGIT moving again.

If you or your crew are contemplating a high speed heist of recreational aviation's most coveted prize, its best to keep up-to-date with its latest location by checking the CAGIT Hunters Facebook page, administered by Dexter Burkill, Peter Zweck & David Carroll www.facebook.com/CagitHunters/.

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Too young to drive

BY ANDY SKI **CFI CLARENCE RIVER FLIGHT TRAINING, SOUTH GRAFTON**

I thought I'd send you a photograph of a very talented teenager.

This is Thalia Lenord and her father, Vinny. Vinny was Thalia's first passenger this month.

She turned 16 in March and is a year 12 student. She started flying when she turned 15 and had her membership returned to her free in flying time.

The part I love is that Vinny had to drive Thalia to the airport because she is yet to get her L plates. Her goal is to be an RAAF pilot.

Thalia is another valuable addition to the ranks of Australia's talented pilots.

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