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RECREATIONAL AVIATION AUSTRALIA / JULY 2017 VOL 71 [7]

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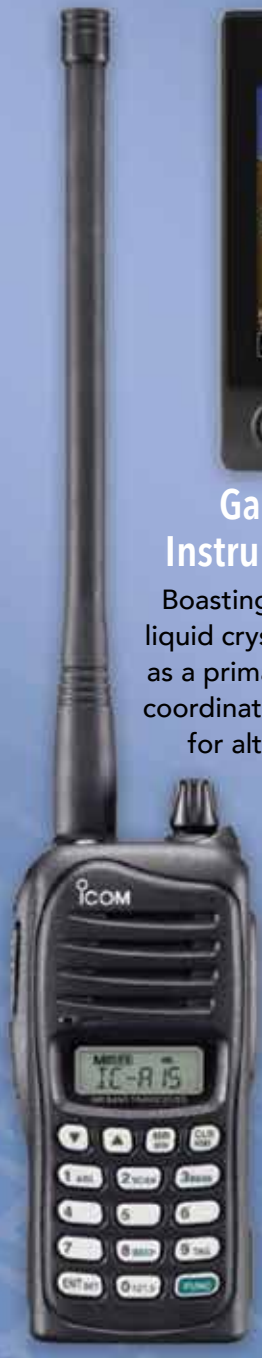

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ON THE COVER

"It's a great way to meet like-minded people."

SeaRey splashing down at Rathmines
Photo: Scott Richardson

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READER STORIES

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EXTRAS

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TERMS AND CONDITIONS

A time to learn

BY MICHAEL MONCK

I HAD my flight review the other day. Being the Chairman of Australia's most progressive aviation organisation, some people expect that I would go into my biennial check cocky and over confident. It's quite the contrary though. For me, this is not an opportunity for an instructor to test how good I am. I don't go into the flight worried about how much I know or don't know or how much the instructor with catch me out. It's never about how much I know about flying. For me it is a cheap lesson.

In a past life, I had a role that could be described as high stress or high pressure. It involved making critical decisions with little or no information and making them very quickly. Whether we were training or doing it for real, afterwards we would have a debrief and be pretty critical of everything we did. Before looking at other individuals, or the team as a whole, we would take a look at ourselves and ask if there was anything we could improve. If I ever felt I'd nailed it, and there wasn't much to work on, someone would inevitably pipe up and tell me to get a full length mirror and take a better, longer hard look at myself.

My point here is that every single time I go for a fly I can learn something new. And a flight review is no different except for one thing - the instructor.

Most of the time we fly we are the most experienced person in the plane. After we finish our training, it isn't often we have the opportunity to fly again with an instructor, but our flight review provides us with one. In other words, while we can learn from ourselves and be our own critics, the BFR provides us with a relatively rare chance to get an outside perspective.

For my part, the review went well. The particular plane I was flying was unfamiliar to me (the type I normally fly was not available), so we had a pretty extensive briefing. We discussed the starting procedures, some unique characteristics of this particular aircraft and then talked through the activities we would undertake.

The flight itself began with us departing the airfield and heading out to the training area for some basic handling and other exercises. This was fairly routine, but having not flown for a little while it quickly became apparent my radio calls needed a little work. Nothing serious but an area I noted to improve on.

After that we did some basic turns, stalls and so on. This part of the flight progressed well and it was interesting to experience some of the handling characteristics of a new type. The procedure was the same for these exercises, but the aircraft responded differently as you'd expect. For example, the stall was a fairly straight forward process – power to idle, hold the attitude and let the stall happen. Likewise with the recovery, same process as usual. But throughout the stall, the aircraft behaved ever so slightly differently to other aircraft I've flown. How is not important, the point is that it was good to have an experienced person next to me the first time I did it in an unfamiliar aircraft, so I would know what to expect.

We also did a practice forced landing. I'm not too proud to say I completely botched this. The aircraft didn't glide as well as I had anticipated. I fell way short of the field I had picked and my plan didn't work well at all.

There are some simple lessons I can take away from this in terms of being familiar with the aircraft I am flying, how it handles, any relevant emergency procedures, etc. but there are also a couple things about a review which are, in my eyes, more significant.

> "A review is a chance to broaden my knowledge"

I learned to fly because I have always loved aviation. Soon after getting my licence, I realised something else which keeps me interested is the constant learning. Taking this attitude with me every time I fly has helped me be introspective and land a little smarter than when I took off. It has also helped me to look at flight reviews a little differently to some other people I have come across.

I view these reviews as a chance to learn and not as a test. To me it is not testing me to see what I know, it is a test of what I can learn from an instructor. It's a chance to broaden my knowledge and walk away from that particular flight a better pilot than I was beforehand. It's a chance to improve myself.

To me that is part of the beauty of flying. That we not only learn from ourselves and our own experience, but that we have a recurring opportunity to learn from other aviators at least once every two years. And, if you get to fly with other pilots, we also get to learn from them and they from us.

So next time you go flying with someone else who is a pilot ask yourself this – what can I learn from them today? Because I reckon that regardless of whether they are a freshly minted pilot or a more experienced one who has been at it for years, there's something to learn. I've been at it since the early nineties, but there's still a lot I don't know. Keeping an open mind means that while I will always have a lot to learn, each flight means it will be a little less than last time.

A. 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.

B. 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.

C. 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.

E. 26-27 AUGUST
TUMUT VALLEY FLY-IN

We expect a variety of aircraft and welcome all comers. BBQ and refreshments both days. Saturday night meal with guest speaker. List of accommodation options available on request. For more information, Craig Cullinger 0417 060 589 president@tumutaeroclub.org.au or Rod Blundell 0419 135 249 secretary@tumutaeroclub.org.au.

D. 20 AUGUST
WINGS AND WHEELS

South Grafton aerodrome open day. Free entry, free parking. Vintage and classic sports cars, motorcycles, hot rods, go-karts, caravans, boats, stationary engines, plus all sorts of aeroplanes. Joy rides. For more information, www.graftonaeroclub.com/wings-and-wheels

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 which street is closed and tables placed together to form one long one. Starting at 5pm and finishing around 9pm. Fun for the whole family. For more information, manager@chinchilla.org.au (07) 4668 9172.

J. 7-8 OCTOBER
JAMESTOWN FLYING GROUP 30TH ANNIVERSARY

A weekend celebration to mark the founding of the current flying group. Sir Hubert Wilkins Aerodrome, Jamestown, SA. Saturday dinner (bookings essential). Sunday fly-in and BBQ. For more information, Chris Bretag 0428 485 651, Danny Keller 0428 305 987, Jim Best 0409 099 959 or Sharon Lane 0439 426 676.

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 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 in the Goondiwindi region 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.

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LETTERS TO THE EDITOR

OLD MYSTERY

I wondered if your magazine had ever done a story on the crash of an Auster on 4 October 1950, between Coffs Harbour and Newcastle?

Aboard was pilot A E Goodwin (CEO of engineering firm A.E.Goodwin Ltd) and his wife.

I am interested in finding out more about this crash. It occurred before the days of the ATSB and to my knowledge, the wreckage has never been found.

CHRIS WRIGHT

DODGY HOMEBUILTS?

A Sonerai light sport aircraft crashed west of Murwillumbah this week and the pilot was killed.

He had only owned the plane for a couple of weeks and bought it from a man in Tasmania.

The plane was 19 registered, so it was a home built. It was stated in the local newspapers that someone saw a wing come off in mid-air before the crash.

Some of these home built planes are quite dodgy in their construction.

Another plane which comes to mind is the aircraft at South Grafton which lost its rudder and has had two crash incidents already.

Please could RAAus give a statement of facts to members about the Sonerai plane crash and please could it advise why there is not some form of quality control by RAAus when 19 homebuilts are sold to unsuspecting new owners.

MARGARET HOWES

FROM THE CEO */ RAAus issued a statement about the accident in Murwillumbah at the time of the crash.*

Here is a link: https://tinyurl.com/y8kbx8sk. We continue to work with the police and authorities investigating this crash and because that inquiry continues, we can't comment on what witnesses claim. Regarding South Grafton, our investigation did not reveal any issues with the build of the aircraft, the issue was maintenance related. With regard to 19 registered and built aircraft, part of the freedom of RAAus is the ability to allow people to design and build their own aircraft. It is what RAAus was founded on and is part of the very fabric of our organisation.

STUPID ASICS

The ASIC question has just reached a new phase of stupidity with CFIs no longer being able to certify photographs and documents. This signals to me that CFIs have been found to lack integrity and have no role in airport security.

The authorities need to be reminded that it was the flying schools in the US which alerted the authorities to the irregularities in some of their students' training that led to the September 11 attacks. We are being charged $100 a year to access our own aircraft. A passport lasts 10 years at the cost of about $200.

Pilots and CFIs with over 50 years' experience in the industry are being asked to prove every two years that they not a security threat. We recently had a local 23,000hour pilot asked to show his ASIC four times in as many days by the same enthusiastic council officer. Everybody in the industry knows that airport security is an expensive joke.


THE DEVIL'S ADVOCATE

A purple sky

Anybody who thinks that the ASIC is the answer to airport security has to be dreaming.

STEVE SMITH

FROM THE CEO */ RAAus agrees with you. It is one of the reasons RAAus has ceased being an issuing body for ASIC. It is not that CFIs are not trusted. In fact under the new regime, anyone can become an agent of an issuing body and process ASIC applications. RAAus exited ASIC due to the high risk it presented to our organisation. See the enews to members on this topic: https://tinyurl.com/y9cy7hvz.*

VALE RICK

I have just read the article on Rick Morawski (*Sport Pilot* June 2017) and would like to thank you very much for the time and effort you put into presenting such a fitting tribute to Rick. I know he would have been very pleased with it. I will make sure his family and friends get to read it as well. Incidentally I presented the CAGIT trophy to Ken Boyland from Geraldton at a recent RAA seminar in Bunbury. It has since been collected by John Reymond from Lancelin so it continues to do the rounds of the west!! Thanks again and I look forward to reading your magazine each month.

TED WILLETT

LISTEN UP

Re The Devil's Advocate (*Sport Pilot* June 2017). I'll change the words slightly to best reflect the situation.

If your paragliding instructor says "never take off from Flying Fox when the top wind streamers are west" are we really game enough to see if he's right? You betcha!

The breeze was straight up the face of the cliff (and yes, it really is a cliff) – with the sort of indications that made take-offs a dream – what could possibly go wrong? The sky out front looked perfect - there was still some heat in the air, so if I could find a thermal quickly I would be away cross country while all the others were on launch saying things like "Phil said to never do it" and "mate, I wouldn't if I were you".

My launch was perfect - the moment I started to move away from the cliff face I got whacked – Wow! Then I really got whacked – now I was scared. The entire flight to the landing field at the bottom took about two minutes and I lost count of the number of times I got smashed – my paraglider was one of the safest in the sky, but it was so close to full collapse a couple of times I thought I wouldn't make it. Even though the landing field was full of cowpats, I still knelt down and kissed the earth.

Phil was not happy – he called me an idiot, then thanked me for teaching all of my colleagues what happens when you don't listen to The Guru. Driven to be stupid? You betcha! And now I know that when the wind is west at Flying Fox, the western airstream barrels through the saddle to the north of launch, is forced to turn right, meets up with the sea breeze coming from the opposite direction and turns the air in front of launch into something a lot worse than ordinary old leeside turbulence. You can't see it, but it's there – just waiting for someone to see if The Guru is right....

DAVE TONKS

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).

NO ASICS FROM RAAUS

OVER the past couple of months RAAus has been discussing changes to the system of issuing ASICs.

An option RAAus explored was working with CFIs to provide assistance to members when renewing or applying for an ASIC. Following further investigation and review, the RAAus Board has taken the decision not to be an issuing body for the cards.

The new system carries with it complex, and what RAAus believes to be, onerous and unnecessary changes. As an example, face to face processing requirements will impact members and place pressure on CFIs. The processes are both burdensome and administratively heavy with no obvious or tangible safety or security improvement. To implement the new changes would add unnecessary cost to RAAus, meaning the delivery of this service has essentially become unsustainable.

Furthermore, the risk placed onto CFIs, staff and the Board has been assessed as too great for RAAus to take on. As an example, anyone processing an ASIC application must be able to identify fraudulently prepared and forged documents. RAAus does not believe this is the role of our organisation and that the impost of an ASIC is already too onerous without these further restrictions and requirements.

Therefore, from August 1, RAAus will no longer accept applications for an ASIC or renewals for an ASIC, including those from RAAus members.

Any application lodged before this date will be processed in accordance with the current arrangements.

After August 1, RAAus will provide a list of ASIC providers on the website.

For more information, kelly.stirton@raa.asn.au

MEMBERSHIP FEES ON THE RISE

THE RAAus Board met in Canberra in June to approve the 2017-2018 financial plan.

The Board agreed it was critical RAAus return to a balanced budget and, as such, took the very difficult decision to increase membership fees and two seat aircraft registration fees.

For a number of years the Board, together with the management team, has worked to reduce the costs RAAus faces when delivering services. This has resulted in significant savings but, at the same time, a priority has been to deliver the core functions of the organisation to register aircraft and issue Pilot Certificates - and this has resulted in the persistence of a budget deficit.

A number of new initiatives, such as the return of Members' Market, the introduction of a joining and reactivation fee, reducing the number of full time staff and other administrative cost cutting exercises, has aided in reducing the deficit.

But it remains imperative the company returns to a balanced budget.

From July 1, membership fees will rise from $215 to $235 and two seat aircraft registration fees will increase from $140 to $165. Single seat aircraft registration fees remain the same and members looking to join for more than one year will be able to take advantage of multi-year discounted rates.

Fees for two seat aircraft rise by $25

DIGITAL STRATEGY

At the June Board meeting, approval was also given to explore the next phase of digital transformation strategy. This phase recognises the importance of supporting our flying schools by reducing the administrative burden they face. It will facilitate the more efficient and timely delivery of information, allow flight training schools to implement the RAAus safety toolbox and work more collaboratively with school audits. These initiatives will make work for schools easier and ensure a compliance pathway is created as RAAus finalises the development of its safety management system and safety toolbox.

MAINTENANCE

The Board considered a proposal from the Technical Department to explore ways to make it easier for members to comply with aircraft maintenance requirements. The Board is unified in its desire to ensure RAAus offers members the simplest pathway to compliance. As part of this process, changes to Aircraft Condition Reports and aircraft registration paperwork are being explored.

DIRECTOR PERFORMANCE

As the first anniversary of the forming of RAAus Ltd draws near, the Board deemed it prudent to undertake a review of its performance. As part of this exercise the Board will undertake a peer review and also be reviewed by senior staff. Results of this review will be shared with the membership as well as a road map for future review to ensure Directors continue to deliver the best outcomes for members.

The Board will meet again in September in conjunction with the RAAus Annual General Meeting.

Australian Government
Civil Aviation Safety Authority

OFFICE OF THE CHIEF EXECUTIVE OFFICER

CASA Ref: F17/2967

20 June 2017

Mr Michael Monck
President, Recreational Aviation Australia Inc
Executive Member, The Australian Aviation Associations Forum

Dear Mr Monck Michael

Aviation Safety Advisory Panel

The Civil Aviation Safety Authority (CASA) is committed to working in partnership with industry to meet the Australian community's expectations of an aviation sector that leads the world in safety and innovation.

Effective engagement and consultation is a key tenet of CASA's new regulatory philosophy and a strong recommendation of the Government's Aviation Safety Regulation Review. We have been looking carefully at our various consultation mechanisms and found that there is far too much complexity and duplication which is often clouding effective and genuine engagement. This reflects a system that is no longer serving the industry or community well.

From 1 July 2017, a new Aviation Safety Advisory Panel (ASAP) will be established to provide objective, high-level advice from the aviation community on current, emerging and potential issues with significant implications for aviation safety and the way CASA performs its functions. It will consolidate and replace the functions of our various consultative committees and advisory groups.

I would like to invite you to be a member of the Panel, which will form the primary advisory body through which CASA will direct its engagement with industry and seek input on current and future regulatory and associated policy approaches.

The first meeting of the ASAP will be held in Sydney during August and approximately three times per year thereafter. Draft Terms of Reference are attached. Professor Pat Murray from the University of Southern Queensland has accepted my invitation to act as the independent Chair of the panel for the first 12 months. The Secretariat will be managed by CASA's Stakeholder Engagement Group who will be in contact to discuss further details.

I look forward to working productively with you to ensure that CASA effectively supports the shared goal of a safe aviation system which supports innovation and growth.

Yours sincerely

Shane Carmody
Chief Executive Officer and
Director of Aviation Safety

PLAYING WITH THE BIG BOYS

BY BRIAN BIGG

RECREATIONAL aviation in Australia reached an historic and remarkable milestone in July. CASA issued an invitation to our organisation to become one of its chief advisors, as a member of the newly formed Aviation Safety Advisory Panel.

The new panel will be asked to 'provide objective, high-level advice to CASA on current, emerging and potential issues with significant implications for aviation safety and the way CASA performs its functions'.

The other members of the panel will include government departments, the big airlines and airport operators.

RAAus Chairman, Michael Monck, says CASA's invitation to RAAus is a big pat on the back for the organisation, which has made large strides in its professionalism and development in the past five years.

"The invitation to be on this high level committee recognises the hard work RAAus has put in to bring itself up from being a small club organisation to a nationally based professional company with a strong and stable governance," says Michael.

"The structure we have all worked hard to implement, and the changes we have made, have been noticeable for some time to RAAus members, but it is pleasing to see that it is now also acknowledged by the regulator.

"We have also worked diligently to build a healthy relationship with CASA, to the point that they now trust us to help them administer aviation in Australia.

"We look forward to being able to report to members that our interests will have been taken into consideration when the regulator makes decisions which affect the way we fly."

The first meeting of the new advisory panel is expected to take place in August.

HERE KITTY

THE Kitty Hawk Flyer is not so much a car as it is a fancy hoverboard. It looks perfect as a beach or lake recreational vehicle.

There's no information yet on how fast or how high the Flyer will operate. The company says only that it has been designed for operation over fresh water.

It has one-seat, is electrically powered, propeller driven and no doubt will find a place in the RAAus register at some point if one of them finds their way to this country. It has been designed as an ultralight in the US.

Good luck, CASA, coming up with rules for it. There can be no doubt we'll not be allowed to traipse over the countryside without some sort of special licence and a completely new set of restrictions to govern its operation.

This vehicle has the obvious potential to take out swimmers' heads along any number of shorelines. But it might be nice for beach patrols, marine research or even, at a pinch, as a cheap alternative to a helicopter for stock mustering.

The Flyer is backed by Google boss Larry Page so you know it's serious.

Let's hope the Flyer goes on sale as scheduled. For more information, www.kittyhawk.aero.

ELECTION FOR THE BOARD OF DIRECTORS

RAAUS IS PLEASED TO INVITE MEMBERS TO VOTE FOR TWO CANDIDATES AS PART OF THE 2017 ELECTION CYCLE. TO ENSURE YOUR VOTE COUNTS, PLEASE READ THESE INSTRUCTIONS CAREFULLY.

Sport Pilot magazine has been sent to all members in July.

Included with the magazine is a ballot paper and postage paid envelope. On the following pages you will find election statements from the candidates. There are five candidates in total, with two Director positons to fill.

You should mark your ballot paper with your preferred two candidates by either ticking/marking clearly two candidates or by placing the number 1 or 2 against your preferred two choices. You can number all boxes if you like, and your vote will still be valid, but numbers 3, 4 and 5 will not be counted.

The votes will be counted in the simplest method accepted by the Australian Electoral Commission - most votes win. Those candidates who receive the most 1 through 2 votes will win the ballot. Candidates receiving a vote of 3, 4 or 5 will be taken to have not received a vote for the two available seats.

All votes are considered equal. The top two candidates will be allocated a three year term as a Director of RAAus Ltd.

KEY DATES

Voting opens on July 1, 2017

Voting closes last mail July 31, 2017.

The envelope containing the ballot must have a postmark of July 31, 2017 or earlier to count in this ballot.

Directors will take office at the forthcoming RAAus Ltd AGM to be held in Canberra on September 23, 2017.

More details regarding the AGM will be shared closer to the date.

CANDIDATES

- **TONY DAVIS**
- **NEEL KHOKHANI**
- **ALAN MIDDLETON**
- **MICHAEL MONCK**
- **BARRY WINDLE**

The candidate statements have been reproduced as they have been received and have not been altered or edited in any way.
A voting form and postage paid envelope have been included with the magazine.

TONY DAVIS

BSc (Hons), PhD, MIPLaw, FIPTA, MAICD
davistx73@gmail.com

AS a youngster, I visited the airport regularly when my father was leaving and returning from overseas work trips. The sight of jets flying out of Tullamarine instilled in me a lifelong fascination for aviation. I always believed pilots must be a special breed and that flying an aircraft would be something well beyond my reach due to limitations in skill, and more importantly, finances! Only in recent years did a friend of mine introduce me to Recreational Aviation Australia. I commenced flight training at Lilydale airport in Victoria, before moving to Queensland and completing my training at Redcliffe. Having attained a recreational pilot certificate, I feel I owe RA-Aus for enabling me to undertake flight training in a safe and accessible way, and in doing so helping me fulfil a lifelong desire to become a pilot.

In my early career, I was a scientist conducting medical research. I then returned to study and qualified as a patent attorney, and have practised in that profession for over 10 years. I assist clients to protect and generate value from their innovations in highly competitive and regulated industries. A background in research and the legal training required to practice as a patent attorney have provided me with critical and analytical skills that are well suited to the governance and strategic role of a director.

I appreciate the position of director requires significant input of time and effort. I want to give back to the organisation, contribute to the functioning and strategic direction of the board, and assist in ensuring the future of RA-Aus by delivering value for members.

LEGAL

As a patent attorney, I interpret and apply legislation and case law on a daily basis. This means I am well suited to ensuring compliance with relevant laws, and have an understanding of an individual director's legal duties and responsibilities. As a registered patent attorney, I must adhere to a legislated code of conduct which requires that I maintain professional standards in conduct and dealings with clients, other professionals and regulatory bodies. I must also be able to readily identify and manage conflicts of interest. My skills in interpreting the law and regulatory requirements will assist RA-Aus in understanding its legal obligations in the manner in which it conducts its business and in its interactions with members and with CASA, as well as identifying when it is necessary to seek external expert advice.

POLICY SETTING

The operation of professional service firms has undergone significant change over the last decade, with a shift from paper-based administrative tasks to electronic communications, and B2B electronic channels for submission of documents to government administrative bodies. I was personally involved in the testing and documentation of procedures for the electronic submission of documents in accordance with changing international patent office standards, as well as the drafting of a firm-wide policy for this new mode of document submission. As one of the first firms to adopt this practice, we were able to achieve significant savings for our clients, ahead of other Australian firms, thus positioning the firm in the market as more proactive and adaptable than our competitors.

I contributed to the preparation of submissions to both the Australian Law Reform Commission and to a Senate Community Affairs Committee on patentable subject matter during a government review of the Patents Act 1990 and regulations.

I was also involved in the development and implementation of policy in my role as a director of a not-for-profit co-operative responsible for running a childcare centre. The various sub-committees of the childcare centre were responsible for developing and implementing policies relating to staffing, finance, administrative duties, maintenance of buildings, fundraising and social activities.

My experience in policy development means I will make productive contributions to the development and implementation of policies for RA-Aus.

STRATEGY DEVELOPMENT

In the highly competitive professional services environment, I have been involved in developing marketing strategies that target the local Australian market, as well as international business development activities focussing on increased opportunities in Asia, and in particular, China. As a result of a marketing strategies and initiatives that I assisted in formulating and executing, an intellectual property (IP) firm I worked for was able to generate industry leading growth in work originating from China.

I work closely with clients and their executive management developing IP strategies to streamline processes, minimise costs, and maximise value generated from their IP intangible assets. More recently, I have worked together with our firm's business advisory group to formulate strategies for clients to recover costs through the R & D tax incentive scheme, government grants and to utilise asset valuations to maximise value of their intellectual property.

I spent several years assisting a large foreign company formulate and implement IP strategies in a collaborative project with CSIRO. The global strategies sought to obtain best value protection of products and services in development, buffer against threats from competitors and provide opportunities for cross-licencing to access technologies and avoid freedom-to-operate obstacles. The project involved the management of the relationship between the two organisations over a period of several years, the management of each party's expectations, and alignment of the IP strategy with the needs of each organisation.

I am keen to apply my skills and experience to formulate and implement strategies to broaden the revenue base for RA-Aus, including assisting with scoping and implementation of some of the current proposals, such as seeking increases in maximum take-off weight and controlled airspace access, as well looking for new opportunities and efficiencies.

UNDERSTANDING AND MANAGING STAKEHOLDER EXPECTATIONS

I regularly advocate for clients' rights before the Australian patent office (IP Australia), a government administrative body which operates under Commonwealth legislation. This includes regular contact with delegates of the office, presenting legal arguments and attending hearings. This involves asserting client's rights in a firm but respectful manner while building and maintaining strong and productive relationships with key government administrative staff. My experience dealing with a government administrative body puts me in good position to build relationships with CASA personnel and advocate in a positive way for the benefit of RA-Aus members.

The members of RA-Aus should expect clear communication of the rationale behind Board strategy and decisions. When I was a director for the not-for-profit childcare centre, I had to understand and manage relationships with stakeholders including the members (parents and children), staff, the local council and the National Accreditation Council. The timing and quality of communication with stakeholders was important in the management of stakeholder relationships.

FINANCIAL OVERSIGHT

My experience as a director and attendance at the Finance for Directors course run by the Australian Institute of Company Directors means I have the ability to read and comprehend financial statements and information presented to the Board. I have an understanding of the typical financial reports including income and expenditure statements, balance sheets, cash flow statements and change in equity statements.

As a director, I was involved in interpreting financial statements and formulating and managing the budget of the centre. This included evaluation of financial risks from contingencies related to operating a childcare centre in a building that was over 100 years old.

As a director, I will interpret the financial statements of RA-Aus to identify trends, ask questions and seek further information, particularly to understand trends in changes in expenditure, income and cash flow. While short term deficits may be acceptable if they aim to generate future increases in revenue or reduction in expenses, a priority will be to ensure RA-Aus maintains a viable surplus.

REVIEW

Review is an essential board function and includes reviewing the business strategy and direction, financial performance, including the reporting process, internal audit and controls. It is important that the board challenges assumptions and asks questions of the executive management. The board structure, committees and competencies of the board members, procedures and frequencies of meetings must also be reviewed to ensure they remain relevant, efficient and effective. It is critical that director performance is reviewed, in particular to monitor the dynamics, interactions and communications, cohesiveness and quality of participation in board meetings from each of the directors.

I am enthusiastic about making a meaningful contributing to the board and to the future of RA-Aus and its members. If you are seeking a competent fresh face on the board, please consider giving me your vote.

DECLARATION OF INTERESTS

I receive no income, remuneration or honoraria from any aviation related interests.
Tony Davis.

NEEL KHOKHANI

CEO of Soar Aviation/Soar Advanced Flight Training

AS aviators, we all share these core beliefs - a love of flying, a sense of wonder and excitement, and a desire to push boundaries and explore. However, as we all know, without having the resources and structure to take you there, as well as a clear sense of direction and understanding of where you are going, you can never get off the ground.

Over the last 10 years, I have experienced these challenges not only as a pilot, adventurer and chief flying instructor, but as the CEO of the largest RAAus Flight Training School, Soar Aviation. As a flight instructor, working with so many students who shared my love of aviation and just wanted a chance to get in the air, I knew there had to be a better way, to make flight training more affordable and accessible, and RAAus allowed me to do just that. Starting my own business with nothing but a single plane and no resources to even hire a single staff member, I have grown the business in the past five years to have over 20 full-time staff, 23 contractors and a fleet of over 20 planes (and growing).

Through this journey I have fought to get RAAus the professional recognition it deserves. With the aim of making aviation accessible to a wider community, Soar Aviation entered a partnership with Box Hill Institute. The unique partnership model has allowed us to provide part-time flight training, enabling career switchers the opportunity to learn to fly through RAAus and work towards earning their Commercial Pilot Licence and further endorsements.

Growth and change is needed in the Australian Aviation industry to ensure that the love of flying can be passed onto future generations, as well as be accessible to all.

RAAus has started that journey, experiencing transformative growth and change in the last two years alone. If I am elected, I intend to accelerate that growth through innovation, challenging the status quo, and connecting with the wider community - just as I have done in my business.

The main challenge faced by the RAAus board is balancing business growth, and the needs of our members, with compliance and policy. In my journey to getting RTO accreditation, as well as Government partnerships while running a thriving business, I am familiar with these challenges and bringing them to balance. There are strategic decisions to be made and regulatory policy change we can fight for, to improve the organisation for all its members, as well as strengthen our impact on the Australian Aviation Landscape and beyond.

RAAus has always been a haven for doing things differently, challenging the boundaries and pioneering aviation in Australia. If elected, my wholehearted focus will be on facilitating transformative change and building the reputation of RAAus. I am proud to be a long-time member and a partner of this great organisation, and if elected, look forward to contributing innovative new opportunities for growth and representing the community.

I thank you for your consideration.

ALAN MIDDLETON

RECREATIONAL Aviation Australia is a grassroots and special interest organisation which has grown to become a SME with over 10,000 members. Our operations are entirely sustainable and recent extensive reforms and improvements in our strategic focus at the Board level has positioned our organisation well for the future.

Our organisation must continue to implement necessary changes in a proactive manner. I am known to be a strong advocate for positioning our organisation to be the lead agency in the enormous growth of the recreational and sports aviation sector across the South East Asia region. Many of the current Board and Senior Management of our organisation share my view of the exciting possibilities ahead and I look forward to being able to participate more directly in setting the strategic and governance frameworks required.

I am able to provide professional business skills such as policy, accounting and law in order to focus on the development of strategic objectives that will prepare our organisation for the near and medium future. I have strong and relevant experience in corporate management and organisational research and change.

Importantly, I feel passionately that we must maintain our ability to participate in aviation without yielding to the escalating pressures to impose more regulation and restrictions on our members. I will strongly resist attempts to introduce similar medical oversight burdens as those currently experienced by our PPL cousins. We do not need a Class 2 medical regime for our pilots or for our instructors. Similarly, we do not need the equivalent of the onerous maintenance impositions currently experienced by our VH registered light aircraft fleet. Careful negotiations are required to reach an appropriate and improved framework in these important regulatory areas. We can achieve access to CTA in aircraft above current weight restrictions without the need to impose these types of crippling regulatory burdens.

Our organisation is experiencing unprecedented levels of scrutiny and oversight from CASA and other relevant stakeholders and we must negotiate this changing environment with care and significant conceptual prowess. High level corporate governance, coupled with a proven ability to negotiate lasting collaboration with our industry partners, is required. This can be delivered if our Board and our Executive have a solid grounding in a variety of professional and industry areas and remain dedicated to resolve our most pressing issues.

I am an active General Aviation and RAAus pilot. I am the Chairperson of Directors at Bluewater Airport in Townsville and an active RAAus flying instructor. I own a 1959 Auster Beagle Airedale and a Glasair III and regularly fly many different aircraft types including Drifters and Jabirus.

My professional qualifications include a Master of Laws, Bachelor of Commerce and post graduate training in Information Technology and Association Management. I am a Fellow of CPA Australia and have many years' experience in corporate fraud as an investigative accountant.

As a long-standing member of the AUF and RAAus, I have known and flown with many of the current and recent past members of the Board. I know our Board understand the need for change in challenging times. Together we will work tirelessly and collaboratively to achieve what is needed over the next several years. I will need your vote in order to engage more directly in this work.

Alan Middleton ph: 0407356948 email: Alan@AlanMiddleton.com

MICHAEL MONCK

LIKE most members I developed a love for aviation when I was very young. I recall hanging around airports just hoping for a fly before being old enough to earn some money so I could take lessons. In the early 90s I took my first lesson.

Years later I stumbled across RAAus and learned that it was a cost-effective way to continue my love of flying which meant my dollar would go further and I could fly even more. Unbeknown to me the organisation was in trouble with poor audit results as early as 2006 and around 2011 I fell victim to the troubles that the organisation was going through. I couldn't fly anymore due to RAAus not being able to renew aircraft registrations. It made me angry and motivated me to get involved.

I'm proud to say that we've come a long way since then and during my time on the board I have been able to contribute to the great things that were created by those who came before me. We came through a few turbulent years and we're now better placed than ever to serve the aviation community.

If I reflect on my time with RAAus I would say that the part I have enjoyed most and hope to continue doing is meeting members and hearing about their passion. At the same time I also hear about the things that we are yet to do.

The obvious one is to balance the books. We have built a strong organisation and almost balanced the books with the 2017/18 year being a turning point in that regard. We also have to finish what we started in terms of the controlled airspace access and increased weight proposals that were submitted in late 2016. On top of all this we also need to continue to work on communicating more effectively. While these are some of the things that remain incomplete I can't help but think about those things that we have achieved.

We now have representation on several industry panels. We have a position on the General Aviation Advisory Group which reports directly to the Minister, we hold an executive position on The Australian Aviation Associations Forum and have recently been asked to participate in the newly formed Aviation Safety Advisory Panel. We regularly have access to the Minister, decision makers in the Department and our relationship with CASA is a positive working one.

While we don't always agree with the views of these stakeholders our working relationship with them and the respect that we have gained in the aviation community allows us to work productively with them.

I firmly believe that my passion for aviation coupled with my formal qualifications and skills learned in the business world have contributed to these achievements in a positive way. To this end my experience and tacit knowledge of RAAus, stakeholders, members and our staff have allowed me to play a pivotal role in the development of the strategic plan and shape the way we have tackled policy issues. I have experience in policy setting and governance from outside of RAAus and have applied this in a proactive manner to assist in the stabilisation of our organisation and our activities.

I would welcome the opportunity to continue as a director and keep working with the current board to further the interests of our great organisation and our members. I feel that it is important to maintain the stability of this diverse and balanced board made up of experienced aviators and business skills that has been a key to our recent success.

Qualifications and declaration of income, remuneration and honoraria

I hold a Bachelor of Economics with First Class Honours, a Masters of Business Administration and am a Graduate of the Australian Institute of Directors. I have studied at Australian and International Educational Institutions.

I presently derive no income, remuneration or honoraria from aviation related activities.

Find out more at www.airborne.com.au
or call 02 4944 9199

22/30 Kalaroo Road, Redhead NSW 2290 & Belmont Airport Pacific Highway, Pelican.

BARRY WINDLE

I FLY an Airborne XT 912 Tourer trike based at Callington near Murray Bridge SA and started flying like many of my generation, in my 60s. I'm Secretary of Southern Districts Flying Club and a member of the Sports Aircraft Club of SA and particularly enjoy cross-country flying into the SA and Victorian Mallee, the Riverland and further afield. Apart from being a RAAus Ltd Director and a member of clubs, I have no other interests, income, remuneration or honoraria related to any aspect of the aviation industry.

I retired from full time employment in 2004 after nearly 40 years in roles from Cadet to Executive Director in the SA Department of Agriculture and its various forms over that period. Since 2004 I have been part time adviser to several projects including in the South Pacific, and have held several Board and Committee positions including 7 years as Deputy Chair of the CRC for National Plant Biosecurity, a national company limited by guarantee. I currently Chair a statutory fishing advisory committee for AFMA and also the Board of the Adelaide Hills International Sculpture Symposium Inc., a not-for-profit community incorporated association.

This time in government, private sector projects, statutory committees, incorporated associations and as a past Director of a company limited by guarantee gives me a solid base of experience to make a worthwhile contribution to RAAus and currently I chair the RAAus Board's Risk and Audit committee. I have had long experience in policy and strategy development particularly in the interface between government, industries, communities and members of organisations. I have managed large budgets and programs and the associated accountability for members, government and donor funds. I have worked on development programs in India, Indonesia and the Pacific countries and have been a member of project development and review panels and missions in Australia and internationally.

I was elected to RAAus Inc board in 2015 and I participated in setting up RAAus Ltd as one of the 3 initial directors of the company. I have supported staff during the recent busy periods of updating the Operations and Technical manuals, development of the Safety Management System and the drafting of the new Complaints Handling and Disciplinary Procedures Manual. At all times I have emphasised the need to put our members first in any new or updated systems and looked for opportunities to improve efficiency with a strong focus on protecting and delivering benefits to our membership.

There is still much more to be done. In 2017-2018 we will return to a balanced budget having invested some reserves in long term improvements such as our on-line systems for renewing membership and registration, and reporting incidents. Our Board risk policy now protects sufficient reserves to maintain business continuity in the event that there is major disruption to normal office and field operations. Having achieved a more stable outlook for our organisation, my interest is in streamlining the requirements which all pilots are faced with to achieve and remain compliant in their recreational flying. Many of these may have some basis in history but many need re-examining and justifying for a future of simple, safe recreational flying.

As a member, I want my flying organisation to be competent, efficient and highly respected for the work done to protect my enjoyment of the amazing opportunity and freedom we have to fly. We are making good progress but some of our rules are overly complex, difficult to understand and apply and very challenging to meet, particularly for the new pilot and the next generation of recreational flyers. The well known age profile of our membership means that there will significant turnover in formal and informal leadership in our sport and we must prepare the way for the next generation of pilots and make it more attractive for new participants.

All this needs to be done with minimum cost and disruption to our recreational flying and with the understanding and support of RAAus members. I am committed to being available and taking every opportunity to meet with members and understand their perspectives.

As a Board Director, I will maintain a focus on our duty to plan strategically and to responsibly invest member's funds for the long term, to set the direction and standards for management implementation and reporting, and to evolve the organisation to the most efficient and effective that we can devise to secure our future.

TURN A PASSION INTO A CAREER

WE all know the importance of work-life balance, but what if your passion could become your career? That's the question Soar Advanced Flight Training aims to answer with itsDiploma of Aviation (Commercial Pilot Licence - Aeroplane), a course delivered through partnership with Box Hill Institute, the Australian Large Training Provider of the Year.

Since launching the part-time course just over a year ago, hundreds of students have already begun their journey towards getting their Commercial Pilot Licence. This part-time course has been designed to fit around the demands of a full time job, with theory classes delivered two nights a week and flying available on weekends.

After outstanding results in Moorabbin Airport, Melbourne, course dates have now been announced for Sydney, with classes to be held in Soar Aviation's brand new premises at Bankstown Airport. A full time course will also be starting in Melbourne this August.

ADVANCED ENTRY FOR RPC HOLDERS

Soar Aviation's philosophy is to make professional flight training affordable and accessible, and that is reflected in the Advanced Entry options for RAAus Pilot Certificate holders.

The full Diploma of Aviation (Commercial Pilot Licence - Aeroplane) course is delivered over two years, part time.

However, RPC holders are able to receive credit* for six months of the course, meaning they can obtain their CPL in just 18 months.

Additionally, those who have a Navigation Endorsement are eligible to receive Recognition of Prior Learning for up to an additional six months of the course, and complete the diploma in just 12 months, part time - cutting the time it usually takes to complete the course in half.

This gets you your Commercial Pilot Licence sooner, and allows you to save on tuition fees.

**Recognition of Prior Learning*

FINANCING OPTIONS

Becoming a commercial pilot has also never been more affordable, because the course is covered under the government's VET (Vocational Education & Training) Student Loans scheme. Eligible students can apply to study now and pay later, with repayments being deducted from their income upon reaching a certain threshold.

CAREER PROSPECTS

DID YOU KNOW?

- Global aviation giants including Airbus, Boeing and CAE have raised concern about a global pilot shortage, estimating that there will be a 600,000 shortfall by 2030?
- Soar Aviation has entered an employment pathway agreement with Katherine Aviation and AAA Charters in the Northern Territory, with the aim of 25 student per year, receiving employment upon graduation?
- Upon gaining your Commercial Pilot Licence and appropriate experience, you are able to work as a charter pilot, flight instructor, commercial airline pilot, air ambulance pilot and more?

FOR UPCOMING COURSE DATES, AS WELL AS A BREAKDOWN OF FEES AND COURSE STRUCTURE, VISIT: SAFT.EDU.AU/ADVANCED

SOAR AVIATION

TURN YOUR CAREER INTO A PASSION

Take the next step and soar into your aviation career with the Diploma of Aviation (Commercial Pilot Licence - (Aeroplane) AVI50215.

Study part-time or full-time with VET Student Loans and the Victorian Training Guarantee, available to eligible students.

Fast track your career with Australia's leading educator in advanced flight training.

GAIN YOUR CPL IN AS LITTLE AS 1 YEAR PART-TIME, WITH VET STUDENT LOANS AVAILABLE!

ADVANCED ENTRY FOR RPC HOLDERS

Halve the time it takes to get your qualification with Soar Aviation's - Advanced Entry option with Recognition of prior Learning.

Get up to one year's worth of credit for our two-year part-time course.

As a holder of a Recreational Pilot Certificate you may be eligible to reduce the length of your course by 6 months. In addition to this, if you hold a Navigation Endorsement you may be eligible to reduce the length of your course by an additional six months.

Find out more at saft.edu.au/advanced.

This course is delivered through Box Hill Institute RTO 4687 in conjunction with Soar Aviation Flight Training RTO 22488. VET Student Loans and Skills First funding is provided through Box Hill Institute to eligible students

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INSURANCE AND SAFETY PARTNERSHIP FOR RAAUS MEMBERS

PSB Insurance Brokers is pleased to provide a tailored insurance program exclusive to RAAus members, underwritten by QBE Insurance and Agile Aviation Underwriting Services.

The partnership has safety at it's core with Australian Red Bull pilot and RAAus member, Matt Hall delivering a number of safety initiatives.

For a range of Aviation insurance solutions, including Aircraft Hull, Top Up Liability visit **psbgroup.com.au** for instant cover* or call **(08) 8271 9677** | **(03) 8841 3303.**

- **ONLINE INSURANCE QUOTING AND DELIVERY**
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PSB Insurance Brokers, together supporting RAAus and its members.

* Subject to acceptable underwriting criteria - AFS241402

RECREATIONAL AVIATION AUSTRALIA

PSB GROUP

QBE Insurance

agile aviation UNDERWRITING SERVICES

Brett Poole and Simon Grabbe

SHARING YOUR AIRCRAFT

BY ALAN BETTERIDGE

THE THIRD IN ALAN'S SERIES ABOUT OWNING YOUR OWN AIRCRAFT. SELLING YOUR AIRCRAFT APPEARED IN SPORT PILOT MAY 2017, BUYING YOUR AIRCRAFT APPEARED IN SPORT PILOT JUNE 2017.

BUYING your own aircraft is a dream for most pilots. Unfortunately for many, the cost is way beyond their means.

But what if you could split the cost of ownership with someone else?

That's where group ownership comes in. Then the questions become, does it make sense financially? And does it make sense for your own circumstances?

Even if you had one other person to help with the costs, they would be reduced by 50%. Splitting costs three ways and you are 65% better off and with four it's 75%.

So there is a lot of appeal. It's a cheap way to get your own aircraft.

For most, a group of four to six co-owners of an LSA would be the optimum. Experience and common sense say any more than that and the group can become cumbersome, difficult to organise and probably argumentative.

LEGAL BITS

It is important to remember that each of the owners is referred to as a co-owner. It is not a partnership.

In legal terms the word partnership refers two or more people who together operate a business for profit – and that has tax implications.

Clearly when a group of pilots get together to purchase and operate an aircraft, it will not be for profit (isn't that the truth? - ED) and so in all its correspondence the members of the group should always refer to themselves as co-owners.

A co-ownership is not taxed because it is not a business entity.

In Australia there are two ways to organise your co-ownership agreement:

1. Tenancy in Common, and;

2. Joint Tenancy.

The main difference between the two is how each share is handled in the event of the death of one of the co-owners.

In a 'Tenancy in Common', the share passes

to the co-owners' heirs in accordance with the co-owners' will.

In a 'Joint Tenancy' the share moves to the remaining shareholders.

Operating a group on a handshake or informal agreement among friends is a recipe for disaster.

You must have a legally binding agreement in place to ensure everyone knows the rules and what they will be liable for during their period of co-ownership.

The agreement needs to cover every aspect of the group ownership from the maintenance, through insurance coverage, minimum experience levels, recency requirements and much more. An example of a co-owners agreement can be found at: www.gruman.net/specific/coown.txt.

Keep in mind this is only an example and the agreement should be drawn up and properly executed by a solicitor, preferably by one who is experienced in aviation matters.

Once the group is properly formed, a bank account should be set up solely for the purpose of the group.

All members of the group need to be signatories to the account.

One of the group is then nominated to look after the account and any withdrawals should require the signature of at least two members.

Ideally, the co-owners' monthly fees should be by bank transfer directly into the group's account each month.

Only this way will all monthly fees be paid on time, every time, without argument.

FORMING A LLC

A Limited Liability Company provides some liability protection for owners. In an LLC scenario, an aircraft is owned by the company, and each member owns a share of the corporation.

The advantage is that a participant's liability is limited to the amount they have invested in the company.

Individual members report their share of profits or losses on their own tax returns.

There also are requirements for annual meetings, complete with minutes and documentation. Individual members are usually named as directors of the company.

LLCs are governed by federal and state laws and should be researched carefully.

SELECTING MEMBERS

When considering forming a group of people to co-own an aircraft, careful consideration must be given to the people who will be asked to be part of the group.

Just because they have the money, doesn't always mean they would make good co-owners.

If you already know them, so much the better. But if you need to advertise, give careful consideration to whom you accept.

Think about whether they will fit into the group. Are they friendly and flexible in their approach? Will they work as part of a team and pitch in to do their bit to help? And what flight experience do they have (this can have insurance implications)?

If you already have two or three people in the group, make sure they are all involved in the selection of others to be brought in.

The same type of selection process should take place if one of the group decides to sell their share.

TO BOOK OR NOT TO BOOK

If the group is made up of more than two people then best practice is to ask the co-owners to book the aircraft in advance.

One of the best ways of booking an aircraft is to do it online. This saves phone calls and can be accessed 24/7. One of the more popular online applications can be found at www.supersaas.com. They have a range of options including a free one.

In a lot of cases, people working during the week will prefer to use the aircraft on the weekend. You will do well to try and recruit co-owners who are free to fly during the week when demand will be lower.

There should be a limit on the number of weekends each member is allowed to take the aircraft away.

If you have four members, then one weekend per month seems an obvious solution.

There is nothing worse than to try and book the aircraft for some weekend flying only to discover one member has pre-booked every weekend for the next six weeks.

The same goes for lengthier bookings. It is wise to set a maximum period any one member can use the aircraft in a year.

HOW MUCH PER HOUR?

At the establishment of the group, a decision needs to made if the hourly rate you decide on includes fuel – called a wet hire – or one where each hirer pays for their fuel separately – called a dry hire.

Dry hire can lead to problems, for instance, when a member takes the aircraft with full fuel tanks but forgets to top it up after the flight. This leaves the next pilot to, not only fill it, but recover the cost from the previous pilot.

Wet hire, on the other hand, avoids this problem, although most pilots will still be peeved at having to fill it up before they use it. At least they wouldn't have to track the last pilot down for the payment.

The hourly cost should include such items as fuel (assuming wet hire), scheduled maintenance, engine replacement and a set percentage to cover unexpected maintenance problems – all usage related costs.

The monthly fee each owner pays will include items such as hangarage, annual maintenance and insurance costs – all fixed costs.

Landing fees become the responsibility of the pilot flying.

THE INSURANCE FACTOR

One of the most important aspects of aircraft ownership is insurance, both hull and liability.

Some liability insurance is included in your RAAus membership.

The RAAus 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.

Ben Noakes, an account executive for PSB insurance brokers, says any aircraft owner or owners should consider getting top-up cover for liability.

"$250,000 cover for passengers could be eaten up very quickly in a claim," he says.

"Legal costs alone could easily cost half that figure, especially if the claim becomes protracted.

PSB offers RAAus members a $1m top-up liability policy for a few hundred dollars.

Hull insurance is not covered by your RAAus membership and is one of the most critical aspects of aircraft ownership.

"Hull insurance covers the cost of the aircraft if it is damaged, destroyed or stolen.

"While aircraft theft is not a major problem in Australia, it still happens from time to time.

"Not insuring or under-insuring can have devastating financial effects on co-owners.

"Remember, all members of the group are liable for the actions of each one," Ben says.

Ben says PSB policies all come with an open pilot warranty.

"The policies cover any pilot flying the aircraft, provided they have more than 100 hours of three axis, fixed wing flight experience.

"Over the years we often found we were getting calls from people who wanted to add a pilot to their policies, often only for a short period.

"This was time consuming, both from our point of view and the policy holders.

"So the decision was made to cover any pilot, provided they met the experience requirements and held a current valid licence.

"In this way the aircraft is covered if, for example, it was being delivered, being flown for maintenance purposes or the owner was just allowing someone else to fly the aircraft.

"It saves a lot trouble for everyone," he said.

Ben said the price of the policy would depend on the experience levels of the pilots concerned.

"If each owner had more than 100 hours' flight experience, the policy price would not change. But if one of the owners had less than 100 hours there would be small premium increase."

Ben advises the excess for each policy is normally one percent of the total amount ensured or $500, whichever was the higher.

"Owners can also elect to increase the excess and in doing so decrease the price of the policy, it really is a decision for them to make," he says.

Hugh Douglas

If an accident does occur, it is common for the pilot flying to become responsible for the excess charged by the insurer. This should be clearly laid out in the group agreement.

AIRCRAFT REGISTRATION

When it comes to registering the group aircraft, RAAus Assistant Technical Manager Jarred Smith says only one person could be listed as the registered owner.

"The group must nominate a person as the registration holder and that name will be shown on the registration certificate," Jarred says.

"The form clearly advises that the Certificate of Registration for an aircraft is not conclusive evidence of the existence of a legal or beneficial property interest in the aircraft. Anyone considering buying the aircraft should make further enquiries as to the ownership status."

Although it is not a requirement, Jarred says if RAAus has the names of all co-owners, they are noted on the computer records.

CASE STUDY 1

Long term friends Brett Poole and Simon Grabbe decided to buy an aircraft for their mutual use about 18 months ago.

"Once we had made the decision, we agreed upon a Rans Courier S-7S as the aircraft we both wanted," Brett said.

"Simon is a farmer and manages several properties and, as a result, he really is time poor.

"The end result is I get to fly the aircraft a lot more than he does and, as such, I do most of the maintenance and personally pay for things like oil, filters, spark plugs and such.

It is an arrangement that has worked well for us," he said.

"As far as insurance goes, Simon doesn't have the 100 hours minimum yet, so our policy is a little more expensive, but he elected to pay that difference himself."

> "It is an arrangement that has worked well for us"

While Brett and Simon do not have a formal agreement in place, Brett said he knew it would be a good idea.

"We plan to replace the aircraft in the near future and, with the next one, we will probably put an agreement in place."

Brett said he and Simon had made the decision to replace the aircraft biennially and the next one would probably be suitable for training.

"I have an instructor rating and what we hope to do is use the next one for some training to help defray the costs a little.

"Our current one is 19 registered and cannot be used for training."

Brett and Simon's co-ownership shows that even a simple set-up is possible and has many cost benefits over individual ownership.

CASE STUDY 2

For Hugh Douglas, being a member of a group was one of the best decisions he has made.

"Buying a share in a syndicate aeroplane is a great way to have access to an expensive asset without having to pay for the whole thing and then flying only once a month," Hugh said.

Hugh's group was formed as a Limited Liability Company and, as such, he owns a share of the company which in turn owns the aircraft.

"Our syndicate has 13 members and owned two Foxbats before the decision was made to purchase a new Vixxen, which was delivered late last year.

"We currently fly for $82 per hour plus $100 a month for fixed costs.

"Some members fly once or twice a week, others do longer trips less frequently."

Hugh said the group was made up of a mix of pilots with varying degrees of experience.

"We have everything from ex-airline pilots to relatively new pilots still gaining experience," he said.

When it came to booking the aircraft Hugh was in no doubt.

"We use an online booking system so we can quickly see if the plane is available today or book for a planned trip some time later.

"The on-line system is by far the best way to go.

"We have occasional informal get-togethers where the aeroplane gets a clean and any topics can be discussed.

"After all, many hands make light work," he laughed.

Hugh said that shares did become available from time to time.

"Any interested parties are welcome to contact me at hughdouglas@live.com.au"

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Turbulent times

BY DAN COMPTON

SOME years ago I was asked along on a formation flight with some friends in their private aircraft. When the three of them lined up in formation on the small runway I incorrectly assumed they were about to do a stream take-off, but all three aircraft began their roll together. My mind raced. I knew this was not a good idea. But what if these little aircraft didn't make much turbulence and these pilots knew this. I would look like a fool for speaking up. What if...

That's when the lead rotated and that's when the aircraft I was in abruptly lifted and rolled from echelon right to left and back again. Fortunately, the pilot in left echelon saw us coming and held his aircraft on the ground.

What a ride! The lead's 7m wingspan caused a wake turbulence which threw us around with no chance of over-riding it.

In the years since then I have experienced all kinds of turbulence, everything from mountain waves affecting my 20 ton aircraft to flying through a small cumulus cloud and having the toilet emptied and our drinks plastered to the top of the fuselage in a King Air. But I never thought I'd be caught by wake turbulence on take-off ever again. But an incident while taking off last year has left me seriously believing I may just have been caught again, this time despite being careful to avoid it.

My reason for sharing this is to simply raise awareness of the possibility rather than simply writing the incident off as random turbulence. It might hide some valuable learning points for all.

It was 0930. I was introducing a student to the circuit and giving him his first few take-offs in a Cub. We were operating on runway 23 at Dubbo with a wind of about 210/5G10. Video of the incident taken from the terminal security cameras showed the sock on the threshold at half extension and slightly from the left (210). Prior to our landing a Q400 (stretched Dash 8) took off, rotating at the far end of 23. We landed and rolled to a stop at about the 1,000ft markers near the landing threshold of 23 on the grass, on the right side of the strip. After checking the trim and having a short discussion about the students' second take off attempt, I estimated we had given the Q400 well over the two minutes. We were going to lift off well before his rotating point too, so I gave the student the go ahead to roll.

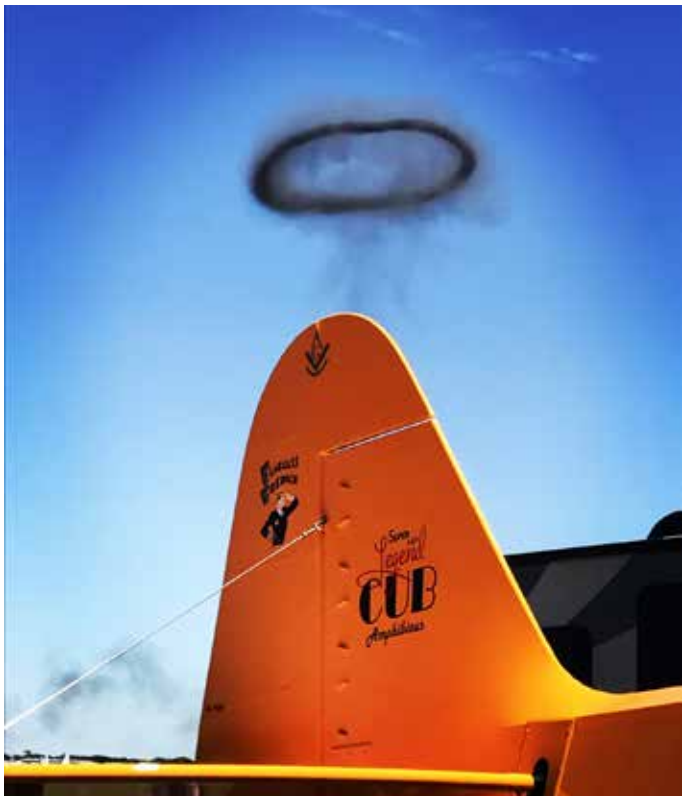
The take-off roll in the Cub with the wind was about 50-70m and, in that short time, we weather-cocked slightly left, but otherwise it felt normal. I was guarding the controls very closely because of the student's low experience. On rotate, we held in ground effect to accelerate and, in this time, I was mainly keeping an eye out the left side because of the close proximity of runway lighting. The first sign of a problem was a rapid but small tip to the right, prompting an immediate open handed tap by me of the stick to the left with a "keep it level" prompt to the student. My view of the runway out the left was suddenly a view of sky only and, as I took the controls and looked ahead, my view was all grass. I recall trying to chop the power but regardless whether or not that happened, there was an immediate vertical impact shearing the engine off followed by the left wing. We moved rearwards from there onto the rear left tail feathers and the main gear.

As soon as movement stopped, I looked left and right. The left was all fire so I grabbed my student's shoulder and we headed right.

The Cub was consumed in the fire. My student split a knuckle and I had bruising on my inner thigh and a bump on my head. All of this happened between the 1,500ft markers and the intersection of the runways at Dubbo. Our impact was almost perpendicular to our flight path and 30m or so off.

I was very confused because I had felt no strange attempts by my good student to commence a flick roll or any other fancy manoeuvre after take-off.

Fortunately the airport staff had the thought to check their security cameras. There we were, not very clear, but performing a manoeuvre like a child's kite being flicked in an arc to one side. One of the staff made the comment that we had followed the Q400 out so the possibility was there that we somehow got in the path of wake turbulence.



So, what were the chances? We had given them adequate time and avoided their rotaion point! Damn, what more could I have done?

Could it have been a stray wind gust? The left tip wake of the Dash 8 would rotate clockwise and should move down and out, but the wind on the day may have bought it across our path and towards us. Our separation timing may actually have contributed to our incident by allowing the turbulence time to travel to us on a rare occasion where it did not dissipate quickly.

There are many good articles published on how to avoid wake turbulence, with the typical advice being to give it time to move away and/or dissipate. From my incident, I would add the suggestion that taking off earlier, or before where it is likely to be strongest, might be prudent on some occasions like the above or when taking off from a cross strip.

I still struggle with this idea, but I saw real evidence of the possibility recently while having the pleasure of watching a F4U Corsair doing strafing runs with pyrotechnics at Sun and Fun. As the Corsair did its low run, a large explosive charge was set off beside the runway. This set off a black smoke plume which, in the smooth conditions, turned into a neat smoke ring. This ring slowly travelled with the breeze and I watched in amazement as the show went on and it did not dissipate. Rather the circular motion within it held its shape even though all other explosion smoke after it dissipated in the wake turbulence of the aircraft. This particular smoke ring lingered near where the charges were set off.

So, whatever the cause, wake turbulence, willy willy (dust devil) or whatever, this story bought about a good reminder why we should all be aware of factors in the wind which may affect our light aircraft. Spare a thought for a few of these now and, if you're unsure, bring it up with an instructor or someone who will know.

Mechanical turbulence, wake turbulence, mountain waves, sea breeze, formation flight, low flight, shallow approaches over objects (rotors?) and valley flying - they are all risk areas.

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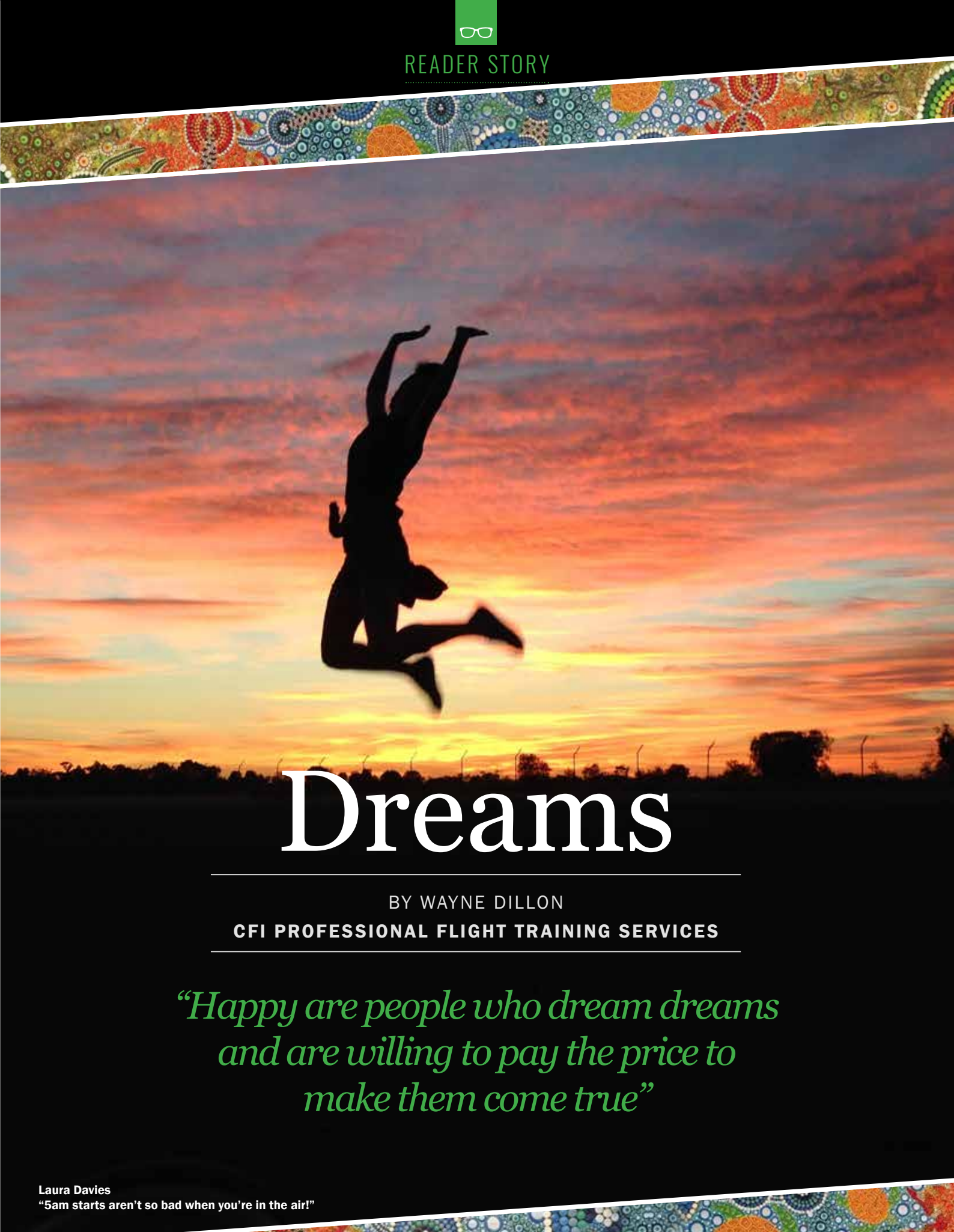


Dreams

BY WAYNE DILLON
CFI PROFESSIONAL FLIGHT TRAINING SERVICES

"Happy are people who dream dreams and are willing to pay the price to make them come true"

Laura Davies
"5am starts aren't so bad when you're in the air!"

Student Jayden Collins

Maltida Thomas dreaming of what is to come

MANY years ago, I remember seeing a quote which has helped to make me who I have become. "Happy are people who dream dreams and are willing to pay the price to make them come true." This quote has literality taken us around the globe and has inspired so many other young aviators to go for gold.

My wife, Jane, and I have been very involved in youth empowerment programs in Cunnamulla, south west Queensland for the past 17 years. These have ranged from teaching young people to build fibreglass canoes, building race go-karts, surf lifesaving and even SCUBA diving.

This is where Jayden's story begins. When she was 12 years old we ran a 'dive in for learning' program where she successful completed her PADI Open Water SCUBA Certificate. As soon as she turned 15, she completed her PADI Advanced Open Water Certificate. All the way through, I kept hearing two things, she was busting to dive with sharks and learn to fly. We would always encourage the young people in the program with what they wanted to do with their lives; where they saw themselves in 10 years. Jayden's answer was always the same. Her dream job was to somehow fly commercially and that 'somehow' diving would fit in there somewhere. Personally, I could not quite get my head around joining the two, but I never discourage the dream.

Jayden started an after school job at the Cunnamulla swimming pool three years ago and every dollar she earned she put into flight lessons. I have taught many people from all over Australia and even Papua New Guinea and Singapore to fly but Jayden is by far the easiest student I have ever trained. She was just born to fly. When Jayden was only very young she would see her mum catching a Qantas plane to work in the remote outback. She would stand pressed into the fence watching that huge bird take to the sky and dream that somehow one day it would be her driving that big bird.

> "She was just born to fly"

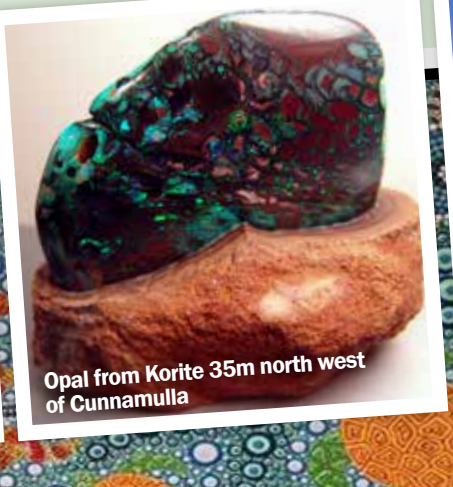
Jayden got within a few hours of completing her RAAus Pilot Certificate when her funds and time ran out. Jayden comes from an amazing family. 2016 was always going to be taken up with finishing her Year 12 Certificate well and she certainly did that. Jayden was named 'Young Australian of the Year' for Cunnamulla. But just when things could not have looked better, Jayden's father very suddenly passed away just before Christmas 2016; leaving Jayden, her twin sister, Natalie, and mother to raise the four younger siblings.

But 2017 is the year Jayden's dreams are becoming a reality. We at Professional Flight Training Services have helped Jayden apply for a scholarship with RAAus to complete her training.

A large regional airline is already showing a lot of interest and watching Jayden's progress

Student Mike Cooke at his opal mine at Lightning Ridge

Wayne Dillon with a student ready for a lesson



Opal from Korite 35m north west of Cunnamulla

Students Isaac ar refuelling the Tec

Jayden with the Tecnam

very closely. Very exciting days ahead.

My wife, Jane, and I founded Professional Flight Training Services six years ago. My career doing air work and charters over the Snowy Mountains started in the late 1980's and then moved on to flying in Papua New Guinea with Missionary Aviation Fellowship.

The oldest saying in the book when it comes to aviation, "there are old pilots and there are bold pilots but there are no old bold pilots" is so critically true when you spend your life flying around some of the most dangerous tiger country known to man. Our students complete their training ready for anything, and hopefully never to err on the bold side of aviation.

We have adopted a policy to only have two full time students at a time. Each of those students is treated as a professional from day one and, no matter their background, they very quickly become safe, competent and professional aviators. We pride ourselves on helping people to realise their dreams, whether it's working with somebody who is going to be mustering on their own property, or a person like Jayden who has her sights firmly fixed on flying for an airline. We strive to help them to build a solid foundation from which they can launch their career.

Over the years, we have had a number of older students who have lacked confidence and thought perhaps they had missed their opportunity. But with patience and respect we have shared their incredible joy in seeing their first solo, leading to their Certificate not too much later.

Seventy five percent of our students travel incredible distances to learn to fly in the outback. The most obvious reasons are because autumn, winter and spring have amazing clear skies, warm days, light winds and Cunnamulla has very light traffic and excellent facilities. Every hour is an hour in the air.

Students undergoing navigation training from Cunnamulla last year visited places such as Melbourne in the south, Sweers Island and Adels Grove in the far north, Toowoomba and Brisbane area to the east and everywhere in between.

All tracks leading to the centre of Australia include a stopover for lunch at the Birdsville Pub (one of the few places you taxi up to about 30m from the front bar for a drink). One of the most unexpected treasures of Birdsville apart from the iconic races, is what I would consider one the most amazing bakeries. You can ask my wife. She will be the first to tell you that I navigate Australia from bakery to bakery.

If you have ever thought of exploring the outback and you have had a dream to learn to fly, perhaps 2017 is going to be your year to realise your dreams and help them become a reality.

For more information,
Professional Flight Training Services
wayne@proflight-ts.com or 0438 551 198.

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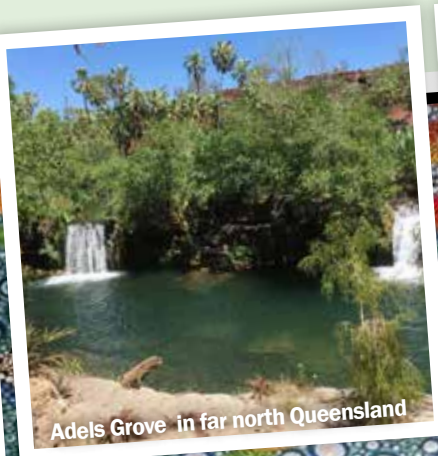
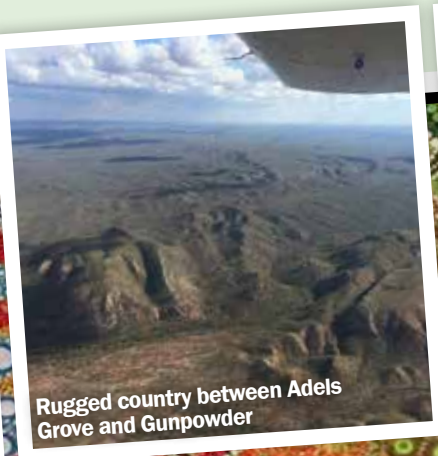


Adels Grove in far north Queensland



Rugged country between Adels Grove and Gunpowder

Instructor Wayne Dillon with Matilda Rose Davis from Maryborough

A MODEL OF GERMAN EFFICIENCY

BY BRIAN BIGG

YOU have to hand it to the Germans. They are the world leaders when it comes to making good stuff and making it work properly. Their cars are the best, their trains run on time, every time, even their food does the job of properly filling you up. They are, in a word even they like to use, efficient.

And the latest example of that efficiency is the Remos GXiS which has recently received German ultralight certification (max 472.5kgs MTOW) on its way to European Aviation Authority certification (600kgs MTOW) and LSA certification in the US.

A company spokesman says Australia is not their primary market for now, but could become interesting in the future as soon as the GXiS is certified in Europe.

The GXiS started life in early 2015 when the very efficient brains behind Remos came up with the idea to develop a new model to exploit the newly arrived Rotax 912iS Sport engine.

The company had experienced an astonishingly good sales record with its first model, the G-3 and the follow up to the experimental versions, the GX and the GXNXT. It may not be well known here (there's an older one in New Zealand apparently) but in the 20 odd years it's been around, 450 versions of those aircraft have been sold– a sales figure to make most light aircraft company managers weep.

The Rotax Sport has a very, um, efficient, fuel injected system which delivers more electrical power than the carburetted version, making it possible for Remos to install the latest avionics. A sharp new cowling was designed to facilitate the air intake and engine cooling.

Remos, like all good companies, considers safety a priority. Company engineers Christian Majunke, Paul Foltz and Daniel Browne started with a blank sheet of paper to make flying the new model as safe and easy as possible. Why should an aircraft be more complicated than a car, they asked?

> "The driver just pushes a button"

What came out of these deliberations was a new start-up system. The previously complicated procedure developed by Rotax was reduced to one push of a button. Remos calls the system SMARTstart. Pre-engine start checks involve extending your index finger horizontally to a button on the dash. The engine checks itself and, if it finds nothing amiss with itself, starts. Seriously, just like your Porsche or BMW, the driver just pushes a button and the engine starts. That's all there is to it.

The aircraft is equipped with a DUC Hélices propeller

The design focusses on efficient heating and cooling

Lights and avionics turn on automatically - just like in a car. There is also a new throttle which combines power setting and wheel brakes (when you pull it back, the brakes are applied). A ballistic parachute system is also standard.

Just as airliners get safer each year because they have essentially removed the humans from the process, so light aircraft are inevitably heading the same way. Eventually we will be safer, but at the cost of actually flying or controlling the device. I went for a flight in a Cirrus once. When the autopilot was set, I was able to catch up on my emailing and web browsing. Where's the fun in that?

The other advantage of the new system was the already low operating cost of the Remos GX Series was reduced even further by lowering the fuel consumption.

The GXiS is completely made of carbon fibre which gives it a high payload. The earlier models are well - known for their extremely docile flight characteristics. Flight reports of the GXiS all say the same things for the new baby of the family. The controls are very light and responsive, the aircraft has great manoeuvrability and a benign stall. The three bladed composite prop gets the machine off the ground in a rush and the climb rate will have your passenger hanging on.

One of the most convenient, yet underestimated, features of the Remos is the foldable wings. It's a two-person job to be sure, but within minutes the aircraft can be on a trailer and heading home saving you hangar fees. In Europe they use these aircraft a lot for towing gliders.

And the doors come off, which is something we like in Australia but don't often seen in aircraft from normally chilly Europe. A great idea for people who want to take photographs. There's a quick release lever for the doors, just in case you and your passenger need to get out in a hurry.

The interior itself is wider than a Cessna 172's and leather seats are standard. You get a choice of two sorts.

Remos delivered the first GXiS to a German customer in March (exactly on schedule not surprisingly). It went to a flight school which already had a lot of Remos aircraft, so it's fair to say the school's owners are happy with them

A company spokesman says Remos is a proudly German company with a German company's high expectations for quality, craftsmanship and precision. They stress all composite parts, and most of the electrical components, are produced in-house by a team of more than 40 employees. The team turns out one aircraft a month at the moment but there's talk of that ramping up to keep up with the increasing demand.

Even though there are none for sale yet in Australia, a lightly optioned GXiS retails in the US for about USD$150,000 and a fully kitted out one for more than USD$185,000. Those prices are well on the pricey side, but pretty much what we've come to expect from European ultralight aircraft in the past couple of years.

It's obvious that if you want BMW quality, you have to pay a BMW price. After all, that's very efficient.

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DIMENSIONS
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LENGTH 6,64m
HEIGHT 2,28m
WING AREA 10,97m2
CABIN WIDTH 1,19m
SPEEDS
STALL SPEED FLAPS (VS0) 42KIAS
BEST CLIMB (VY) 60KIAS
MAX. SPEED WITH FLAPS EXTENDED VFE 78KIAS
MANEUVERING SPEED (VA) 88KIAS
NORMAL OPERATING SPEED (VNO) 107KIAS
MAX. HORIZONTAL SPEED (VH) 118KIAS
NEVER EXCEED SPEED (VNE) 134KIAS
WEIGHTS
EMPTY WEIGHT ab 340kgs
MAX. TAKE-OFF WEIGHT 600kgs
FUEL CAPACITY 84 l/60kgs

"The airfield was laid out like a painting"

An amazing collection

The gaggle ready to scramble

RAAF hosts flyers from Penfield

BY PAUL RYAN

THE day dawned with bright blue clear skies and light winds. The stones in the carpark at Sunbury's Penfield airfield, north of Melbourne, crunched under tyres as successive pilots and their passengers arrived for the briefing.

We had arranged with the Commanding Officer at RAAF Williams (Point Cook to you and me) to visit the Air Force base, which is home to the RAAF Museum.

After our briefing to ensure a safe journey and organised arrival, nine aircraft, eight from Penfield and one from Raywood, made the short journey.

Departing runway 36, we flew in pristine weather conditions, the sort of flying you hope for but don't often get. Spread out over about a 30-minute departure time, it was a leisurely and comfortable flight. The journey took us close to the 1,500ft step west of Tullamarine International so transponders were on and we made sure we stayed clear of controlled airspace.

We approached from a couple of miles to the north of Point Cook. The airfield was laid out like a painting, green grass with long wide black runways which appeared to run to the edge of the blue waters of Port Phillip Bay. It was breathtaking.

After landing we taxied to the designated aircraft parking area and, assisted by RAAF ground personnel, we parked in a perfect line. Alighting from the aircraft we were met by our museum guide, Jason, who was assigned to us for the duration of our visit. We had a full tour of the museum and its hangars. Aircraft from pre-WW1 (which still fly) through Douglas Boston Bombers, P51 Mustangs to a Phantom F4 and F111. What an amazing collection.

Squadron Leader Glen Coy pulled out all stops for us and we were then treated to a handling display, by a Winjeel, followed by a question and answer session with the pilot.

On returning to our aircraft, we discovered one of our group had a flat tyre. Guess who was there to fix it? An expert RAAF ground crew. How's that for service?

As Molly used to say, "do yourself a favour". Contact the RAAF and arrange to fly in, it's absolutely worth it. If you can't fly in, make the trip by car, the kids always love it. On Tuesdays Thursdays and Sundays, the public gets treated to an interactive flying display of their airworthy vintage aircraft. Quite spectacular and very informative. There's also a great kiosk serving really good coffee.

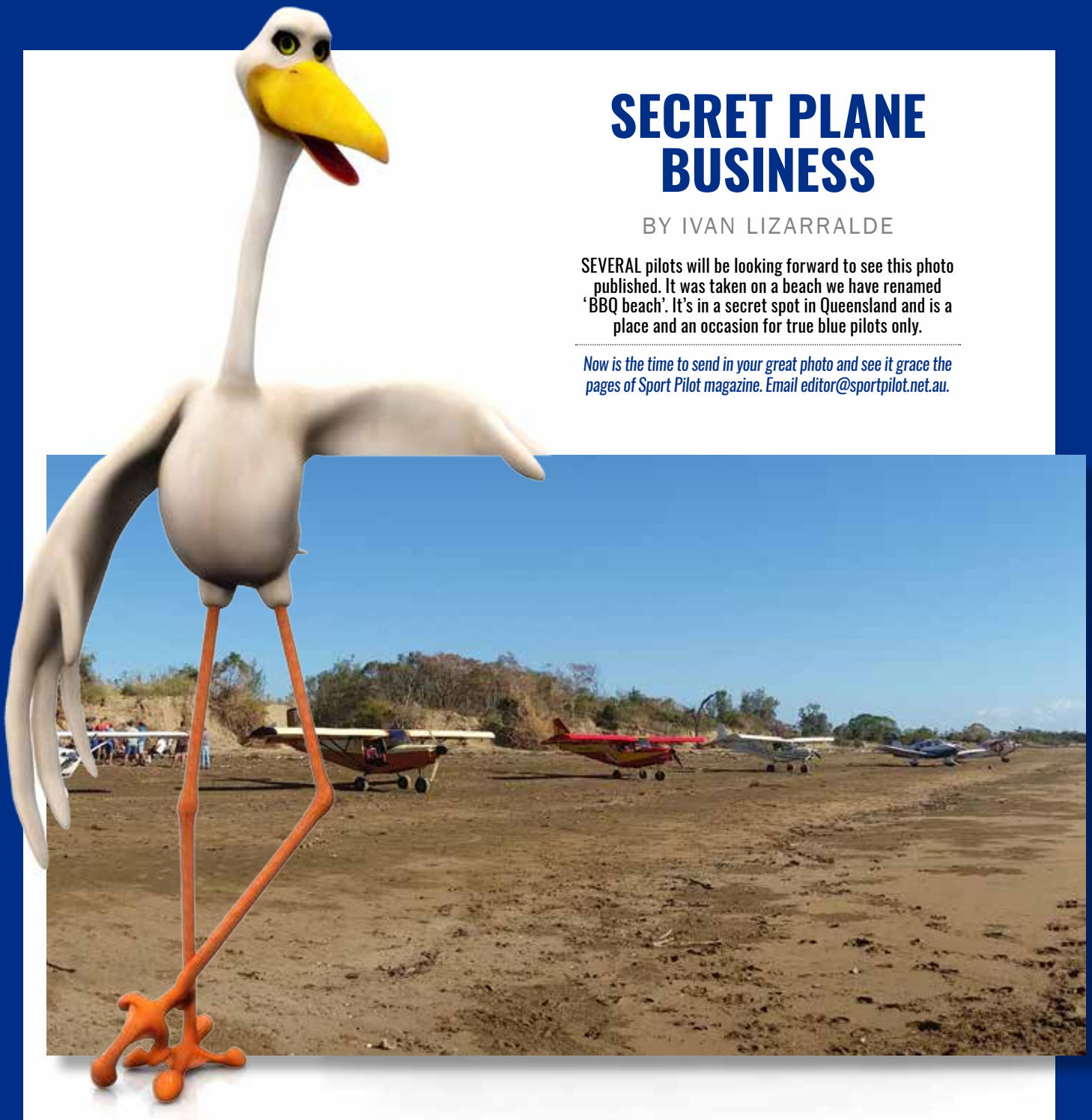
Thanks Sqn Ldr Coy, RAAus and the RAAF for giving us a great day.

SECRET PLANE BUSINESS

BY IVAN LIZARRALDE

SEVERAL pilots will be looking forward to see this photo published. It was taken on a beach we have renamed 'BBQ beach'. It's in a secret spot in Queensland and is a place and an occasion for true blue pilots only.

Now is the time to send in your great photo and see it grace the pages of Sport Pilot magazine. Email editor@sportpilot.net.au.



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.

THAT SINKING FEELING

BY ALAN BETTERIDGE

HAVING a flat tyre on your car, although inconvenient, isn't really a problem. Just pull up somewhere safe, get out the jack and spare wheel and change it – no problem.

But when you are away at some distant airfield, in your aircraft a flat tyre can be a whole different kettle of fish.

So, just what options do you have? Aircraft don't carry spare wheels (or jacks for that matter) so what to do?

First order of business to check whether your aircraft has tubeless or tubed tyres because this will affect your puncture repair method.

In most cases you will find they are fitted with tubes.

One of the most popular methods is to carry an aerosol puncture repair kit. These products have been around for many years and are readily available from auto shops and garages around the country. They are inexpensive (around $20), lightweight and easy to use. They both repair the puncture and re-inflate the tyre. Presto, job done! But is it? If the hole is too big, or the damage to the tube excessive, they will not work and it will be back to square one. Keep in mind such a repair is considered a temporary fix and the puncture must be attended to when you get back home.

Something else to remember is that aerosol kits do have a use by date. I ran into a pilot recently whose aircraft had a flat tyre, but he assured me there was no problem because he always carried a can of Fix-a-Flat (or similar) and all would be well. "It's simple," he said fishing out the can from some dark recess in his aircraft. "Just connect the nozzle to the valve stem and press the button." – Nothing! A quick check of the use by date showed his was around four years out of date. Clearly he now needed a plan B.

If there isn't an aviation maintenance facility or friendly aero club handy, you might be able to call for help from the local garage mechanic. But be aware he/she probably hasn't had any prior experience with aircraft and, if they intend to jack up your pride and joy to remove the wheel, make sure you are there to supervise the placement of the jack.

Even if you are able to get someone out to help, you can bet they won't have a spare tube in the size you want. The best way to overcome this is to carry a spare with you. They are inexpensive, don't weigh much and take up very little room.

There is an old saying that an ounce of prevention is better than a pound of cure (I know this isn't metric but saying that 38.34g of prevention is better than .453kg of cure just doesn't sound right).

How many pilots really check the tyres on the aircraft during a pre-flight check? I'm betting not too many. At best they will get a cursory glance to make sure they aren't flat.

Before you set off, it is wise to check the tyre pressures and their general condition. Worn tyres can be prone to puncturing and should be replaced. Flat spots should be checked carefully and, if they show any of the internal ply material, they must be replaced.

The same goes if you find any sidewall cuts or bulges which can be an indication of ply failure and will make the tyre prone to not only puncturing, but blow outs as well.

There are products, such as the readily available Green Slime, that can be added to tyres to reduce the chance of punctures. The way they work is when the tyre is punctured, the escaping air carries the sealant to the puncture. The liquid portion of the sealant escapes and the fibres and binders build-up and intertwine to form a flexible plug. The manufacturer of Green Slime claims its product will seal a puncture of up to 3mm in diameter. Green Slime has a life expectancy of two years, is non-toxic or corrosive and will not harm the tyre or rim. However, one problem is because the product remains liquid there is a chance some wheel imbalance will cause vibration during take-off and landings.

Before adding such products, it would be wise to speak to your aircraft maintainer or someone who has used it, or a similar product, to get some more specific advice.

If you've never changed a tyre or removed a wheel from your aircraft, find out how to do it before that fateful day when you discover you have a flat.

As with most things in aviation, it's always best to ask someone who has done it already. Get them to show you how or maybe give them a hand when they are doing the job.

At the end of the day that knowledge could become very useful and prevent you from getting an unexpected sinking feeling.

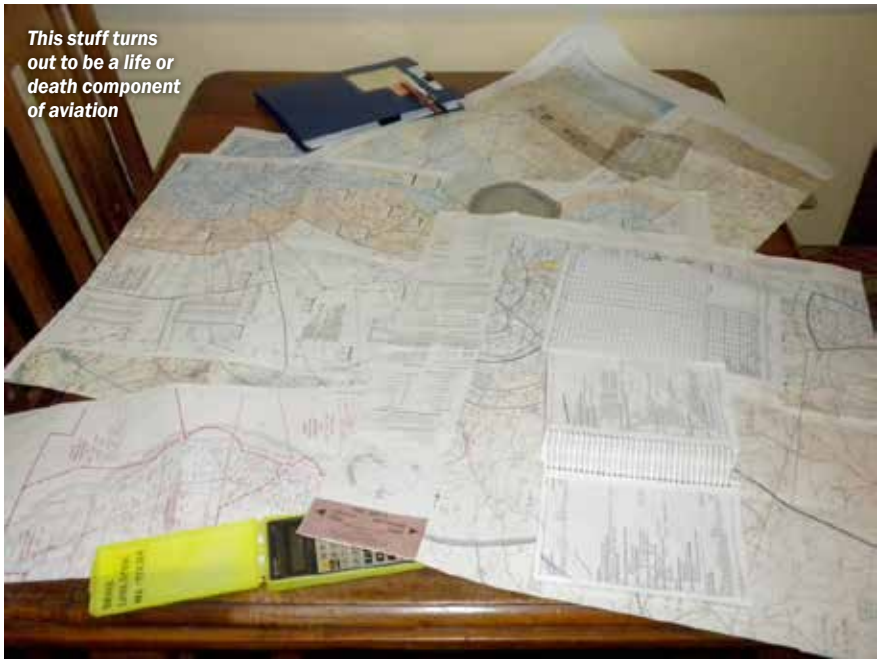
A simple trip

BY CHARLES ROHRBACH

I HAD not long ago purchased a beautiful Skyfox Gazelle at Boonah airport in Queensland.

I was very proud of the lovely machine, bright yellow and very clean. It made such a lovely sight in the sky. I had done my solo flight in northern NSW, but was relocating to Wyndham, the most northerly town in Western Australia in the Kimberley region. It has splendid scenery, big rivers and is close to the ocean. But how would I have my new aircraft transported to WA?

I got help from Norm, a CFI living at Narromine in NSW. He agreed to help me and met me at Boonah. Together we departed in beautiful weather, me seating in the left seat and Norm flying the Gazelle from the right. Norm did all the flight planning and we flew VFR with the aid of a portable GPS. I learned on the way and Norm made me go through the in-flight checks with him. I remember one of his own peculiar downwind check, "have we got wheels?"



This stuff turns out to be a life or death component of aviation

Of course, it was important to know that, but I probably would not have included it on the checklist.

It was a good trip over. We had quite a few stops on the way and did about 28 hours flying. Once arrived at Wyndham, Norm stayed in a nearby motel and, for the next few days, gave me flight instruction. I passed all my endorsements and got my Pilot Certificate.

After Norm left I was happy to practice. I took a few passengers up and honed my flying skills. I was especially proud of the fact I could make very good landings every time. Eventually it became time to go a bit further and so a trip to Kununurra, 60 miles south was planned.

The morning was beautiful with light winds, so I did my pre-flight checks. A quick glance at my fuel revealed I should have enough for the short trip. I departed smoothly, with no other traffic. The flight to Kununurra is straight forward. You more or less follow the highway, go between two high rocky peaks and, in no time, the runway is in front of you. Because the runway direction at Kununurra is exactly the same north-south as Wyndham, I had planned on a straight- in approach.

About three quarters of the way there, I saw something which looked like climbing beans in front of me. What was it? A quick 360 degree turn to check would not be a problem, so I did a nice turn. But the beans were nowhere to be seen. Oh well, I thought, back to the track. Now, how much did I turn? I didn't remember. Then the second, more powerful question hit me. Where am I? I hadn't done a written flight plan because it all seemed so simple and straight forward. Now I had lost my bearings and could not remember my track.

I didn't have a GPS either and suddenly I could not get any natural feature on the ground to correspond with the things on my WAC map. I was lost. And then it seemed to me that my fuel was now getting low. It must have been panic I know.

I headed off on what I hoped was the general direction I had been travelling. After a while, I noticed some farms dotted here and there, which told me I must have been near Kununurra. But where? I knew I could not wait any longer, so I switched over to the emergency frequency 126.5 and made a Mayday distress call.

Fortunately, I didn't have to wait too long. Mike, from the Sinclair Aviation workshop in Kununurra, was in the air and responded to my call.

He told me he would fly towards where he thought I might be, to help me. He soon appeared and I was so relieved. But then a second problem emerged. I had been flying around so long I was low on fuel. Mike told me he would fly ahead of me and find a suitable landing area for me.

The Kimberley is just all rocky terrain, with nowhere to land, except the roads which I supposed would be okay in an emergency. And that is exactly what we found, west of the Durack river, a dirt road was being constructed. It had already been graded and had a quite acceptable smooth finish. A perfect emergency landing place, except for one thing. It was full of workmen and vehicles. I had no alternative. I made a low pass over the road and could see all hell break loose down there. The road workers all ran for their lives and the vehicles were quickly shunted off the road into the bush. Sorry fellas, there was no choice.

Mike landed first to show me the best way to do it. I followed suit. I was back on the ground, safe. What a relief. Then it was time to explain to the workers why we had given them a fright. They weren't angry and they even gave me fuel. What a blessing!

After thanking them and refuelling, Mike and I each took off again. Mike had no trouble finding his way to Kununurra and, after just a few minutes, we land safely there.

I cannot thank Mike enough for his great help.

But what lessons I learned! Do not approximate my checks, but do a thorough probe. Fuel is a life or death component. Write down my flight plan with my track directions and everything else. Plan, plan and plan, even for the simplest trips.

Never again will I ever enter such a life-threatening situation due to my own doing.

Carbon monoxide

BY DARREN BARNFIELD **RAAUS TECHNICAL MANAGER**

CARBON monoxide (CO) is a by-product of combustion in engines. If you can remember your high school chemistry, you will recall that the process of combustion combines oxygen from the air with fuel – basically a series of carbon, oxygen and hydrogen molecules – to produce as the main exhaust products, carbon dioxide (CO_2) and water (H_2O). If the combustion is incomplete, or if there is a shortage of oxygen in the burning mixture, sometimes instead of forming carbon dioxide, the result is an increase in the levels of carbon monoxide (CO).

Carbon dioxide (CO_2) forms a small but significant percentage of the air around us. Indeed, when you breathe out, the air you exhale contains CO_2 that your body has produced as part of your metabolism. In that respect, your body is just like an engine; it turns oxygen and food (carbon/oxygen/hydrogen molecules) into energy, water and CO_2. The oxygen which keeps this process going is carried around your body in the red cells of your blood, attached to molecules of haemoglobin. The CO_2 produced by the cells is also carried away by the haemoglobin, to be excreted through your lungs. Your body needs a certain level of CO_2 in it to trigger and regulate your breathing and cardiovascular system.

The key difference between carbon monoxide and carbon dioxide, from our point of view, is their effect on our bodies.

Carbon dioxide (CO_2) is a natural part of the respiratory cycle, and it is constantly being exchanged for oxygen in our blood.

Carbon monoxide (CO) is a much more reactive molecule and it has a far greater affinity for haemoglobin in the blood. Rather than being easily exchanged for oxygen in the lungs, it tends to stick to the haemoglobin, and this prevents the blood picking up oxygen. This lack of oxygen has basically the same effect as hypoxia – that of being at too high an altitude. Early symptoms include degradation of vision and increasing loss of concentration and cognitive skills. Skin colour changes as the blood loses oxygen. Motor skills also degrade, making it harder to keep coordinated, or to carry out manual tasks with any degree of finesse. Prolonged exposure to high concentrations of CO can lead to loss of consciousness – then death. Unlike lack of oxygen due to being at high altitude, CO poisoning cannot be fixed quickly or simply by descending to thicker air, or by taking some breaths of oxygen. Because of the affinity of the CO molecule for haemoglobin, it takes quite a while (up to several hours) for the body to replace the CO in the blood with oxygen.

CO is tasteless and odourless, which adds to the danger it poses to pilots. Where CO poisoning has occurred through a fault in the exhaust system, it is possible the pilot may detect other smells from exhaust gases, but the CO itself is undetectable. Given the very insidious nature of the symptoms of CO poisoning, like hypoxia, it would be easy to miss the telltale signs until it is too late to react effectively.

DETECTORS

One line of defence is to fit the aircraft with a CO detector. .

The simplest, and initially the cheapest, are panel mounted 'spot' detectors. About the size of a credit card, these units have an exposed spot of a chemical which changes colour in the presence of CO.

These cards do have a downside, in that all of the currently available products have a limited life in service. While the chemical reaction which causes the spot to darken is nominally reversible, in practice most units discolour over time. The instructions which come with the unit will state the in-service life of the particular product. They typically range from one to 18 months, depending on the cost of the unit. Costs are generally in the order of $10 to $20.

PRECAUTIONS

The pre-flight check should always include a careful examination of the exhaust system and any heating ducts the aircraft uses. Cracks in the exhaust pipes, or perished ducting, can increase the potential for CO to enter the cockpit. At a deeper level of check, the firewall should be inspected to ensure all holes and gaps remain sealed. Similarly, cowls and seals around the engine and cockpit should be regularly checked for integrity.

Even a well-tuned engine with the right mixture setting will produce some carbon monoxide. A poorly tuned engine, damaged spark plugs, or incorrect mixture settings can all significantly increase the amount of CO being produced.

A regular check of the CO detector should be part of your activity cycle in flight. It would pay to be particularly vigilant if using the cabin heating.

CO POISONING

What are you going to do if your detector indicates you have been exposed to carbon monoxide? The actions you take will depend on circumstances, including the location of the aircraft, the proximity of somewhere suitable to land and the degree of exposure.

Firstly, try to isolate the source of the CO. If cabin heat is selected on, turn it off. Ventilate the cabin with as much fresh air as you can. If you are fortunate enough to have oxygen available, use it. Changing power setting, mixture setting, aircraft configuration or speed may all change airflow and CO levels in the cabin.

Check yourself for symptoms. Check your vision. Advanced CO poisoning may show up by a change in your skin colour – maybe your fingernails have turned bluish (but be careful not to confuse temperature effects such a cold fingers).

Let someone know of your predicament. A PAN or MAYDAY call to ATC may be in order. They may be able to help you to the nearest suitable landing place or monitor your flight path.

Remember the effects of CO take a considerable time to clear. A couple of breaths of fresh air might make you feel better, but the effect of the CO on your cognitive ability and motor skills may take some time to disperse. For that reason, it will generally be advisable to land as soon as you can. You might have to remain airborne a long time to regain your full faculties, and in that time may continue to be exposed to CO, or have more of a chance to make a mistake. Think carefully before you do anything, and make the simplest arrival you can. Don't make life any harder on yourself than it must be.

DANGER CHECKLIST

- Carbon monoxide is a known killer of pilots.
- Carbon monoxide influences the body similar to hypoxia, but it takes longer to clear after the source of CO is removed.
- Carbon monoxide is odourless and tasteless.
- The only sure warning is an up-to-date CO detector.
- Check exhaust and heating systems thoroughly as part of the pre-flight.
- Be particularly vigilant for the effects of CO if you are using cabin heating.
- If CO is detected or suspected, isolate the source and ventilate the cabin.
- Let someone know of your predicament, and land sooner rather than later.

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Crosswind landings

VIEWPOINT

WHY, MAN, HE DOTH BESTRIDE THE NARROW WORLD
LIKE A COLOSSUS, AND WE PETTY MEN
WALK UNDER HIS HUGE LEGS AND PEEP ABOUT
TO FIND OURSELVES DISHONORABLE GRAVES.

- JULIUS CAESAR-SHAKESPEARE -

I HAVE never understood the persistent teaching of the crab approach to landing in a crosswind. Probably because I learned to fly in Chipmunks and, try as I might, three point landings in a tailwheel aircraft eluded me. Even more so when a crosswind crab approach was thrown in. My instructor was indeed a colossus who stood astride me.

"Young fellow", he said to me, looking down from above, "you need another 100 hours practicing crosswind landings".

"But sir", said I politely, "it doesn't make sense to cross the controls during sink, after the flare, and try to judge exactly how much rudder to apply to prevent drift.

"Flare speed is 1.3 times the stall speed and, by the time sink occurs – allowing for the fact you are now on the rapidly increasing part of the lift over drag curve, due to parasite drag – you are effectively crossing the controls at the stall speed. You have to judge how much rudder to apply to prevent drift and how much aileron to keep into wind. Couple this with trying to do a three-point tailwheel landing, when you can't even see past the nose to keep straight, does seem a bit difficult...

"Sir" (Added as an afterthought).

The colossus wasn't impressed. I learned not to argue aerodynamics with colossi when he suggested perhaps I needed 200 hours' practice at crab approaches. Anyway, despite this minor setback for mankind, off I went and found that approaching low, with full flap and lots of power (generating lift) I could manage a reasonable crab approach if I landed on just the main wheels. Obviously not good enough, eh?

At that stage, I had a rush of brains to the head and thought about sideslipping on the approach. Instead of coming in low with power, why not come in high and sideslip to the ground, allowing the aircraft to come straight, just in time to land. I'd already have the controls crossed and the drift sorted out on the approach. All I had to do then was practice sideslipping to a point in the training area.

I doubt the Department of Civil Aviation would have approved of my new plan; but off I went with more courage than common sense to practice sideslipping to a point on a paddock. I found an unsuspecting cow as an aiming point and set off practicing my new-found technique. I don't think the cow was any more impressed than the DCA, but I became quite good at the sideslip until it became time to return to the circuit and revisit the crosswind.

Crossing the controls at 500ft and controlling rate of descent with a combination of rudder and aileron and 'pointing' the control column at the threshold (which now looked remarkably cow-like) I made an excellent approach right down to the piano keys. The landing was a bit sub-optimal, but hey, I hadn't practiced that part yet. A few more circuits and back to the colossus.

The first circuit with the colossus on board was quite memorable, if only for his religious expletives. It seems he was not enthusiastic about my newly discovered technique but he was already far down that queue. The DCA and the cow were in front on that race. I'm still not sure if it was him or me who suggested I find a new instructor.

As fate would have it I was rescued by a new instructor and a simultaneous conversion onto a tricycle undercarriage aircraft. My new instructor listened patiently to my story/confession and suggested that, if I had trouble landing on three wheels and found landing on two easier, how did I feel about landing on one. He was obviously crazier than I was! But I listened attentively while he explained the crossed-control landing technique. I was going to suggest that I had (almost) invented it, but modesty and mooing forestalled it my conceit. One circuit later I had crosswind landings by the tarmac and innertubes. I also felt the deep appreciation of being listened to – and of course realised the value of listening.

So the point of this sorry tale is that you don't have to re-invent the wheel. You can change your colossus if needs be and there is always more than one way to skin a cat (and someone to teach you how to do it). As I've said before, you don't learn to fly in the air. You learn to fly on the ground by thinking. Happy thoughts of course.

"It is a great way to meet like-minded people"

Photos digitally altered

SPECTACULAR SEAPLANE SPLASHES

- BY MALCOLM BURNS -

SEAPLANE Pilots Association Australia will hold its third biennial pilot's conference 'Splashdown 2017' in October.

Aircraft and pilots will travel from around Australia and overseas to visit the former RAAF flying boat base at Rathmines, 100kms north of Sydney. This idyllic location on the tranquil shores of Lake Macquarie was the largest marine aircraft base in the entire southern hemisphere during WW2.

The pilot's event from October 26-28 precedes the popular Rathmines Catalina Festival on October 29. The festival incorporates a world class airshow.

The Roulettes will perform this year, along with Paul Bennet and others. Anyone with an interest in seaplane operations can register to attend the conference and hear key speakers talk on vital safety topics. It is also a great way to meet like-minded people and cement friendships. The conference is held in the historic building which used to be the Officer's Mess at the old air force base.

Amphibious aircraft such as Super Petrels, SeaReys, Lake Buccaneers and others will be on display at Rathmines for the duration of the conference and festival.

For more information, www.seaplanes.org.au.

Flying with Sam

BY BRIAN BIGG

THERE'S a bloke I know called Sam. He's...well, I guess you could call him my friend.

He's more than an acquaintance, but he's never been to my house, even though I have been to his home a few times. We have some shared interests and enjoy each other's company. He's a nice bloke with a nice family and fun to hang around with in short bursts. He works on the council in the sanitation department, which often involves strange hours and lots of lifting bins.

Recently Sam mentioned he would like to come for a fly with me. It was a strange request because a number of times he'd said out loud how 'you'd never get me up in one of those things' when I showed people pictures of my aeroplane. Most of the rest of our group have gone up with me, some of them many times. They often rave about how much fun it is. I guess he felt left out. You would normally be forgiven for putting his volunteering down to too much booze, but Sam doesn't drink. So who would have expected it? Not me. A few of our friends raised eyebrows too when he put his hand up.

But there Sam was. Meekly asking to come for a fly any time the weather was right and the plane was going properly. Without questioning why he'd had a change of heart, I said yes because I love it when I get the chance to show off my plane to landlubbers. It wasn't long, though, before I started to secretly worry if I might not have bitten off more than I could chew.

You see, Sam is a proud Samoan and, like most Samoans, proud or otherwise, he's a big lad. Well north of 100 kilos of big lad. He's not tall, in fact he is quite short (the picture of the Rock is misleading). But by golly he's round. Each of his arms is bigger than my youngest child and his hands are like two dinner plates. The local RSL Chinese restaurant had to stop is All-You-Can-Eat-For-$15 meal because Sam single-handedly destroyed their profit margin. He'd quite happily scoff five or six heaped plates of their best food, then put his hand out for a couple of heaped plates of ice cream to wash it down. Then he'd clean up everyone else's leftovers. And the speed he eats! The bloke resembles an industrial threshing machine – plate, mouth, plate, mouth, plate, mouth. Heaven help you if you get your fingers between those two things while he is in full flight. You could easily lose an arm. The terrified look of the waitress when Sam walks in is always worth a laugh.

On the local rugby league team, Sam is obviously a big asset. I wouldn't tackle him for all the Chinese food in the world. But the idea of squeezing him into my aircraft cabin was a different kettle of (sweet and sour) fish.

Was it even possible?

The paperwork showed that if I fasted for a few weeks, dressed lightly, took everything out of the plane that wasn't nailed down (including the seats and one wing) and only sloshed a teaspoon of fuel into the tanks, it was technically possible. But was it worth the effort? I was having second and then third thoughts, but our friends were now making a big thing of it and several promised to come out to the field on the day to record the event on camera, because despite his size, Sam was a known chicken and it was a big thing to which he'd agreed. I was hedged in and so, I supposed, was Sam.

When the day dawned, Sam admitted to having had second thoughts. When he turned up at the hangar, he had only been able to force down two breakfasts, in case he got airsick. When he wasn't looking, I replaced the small cockpit sick bag I normally carry with a big green garbage bag.

In his nervousness Sam was sweating heavily and, by the time I pushed the plane out and completed my pre-flight checks, he was noticeably drenched. It was pouring off his big round head like a waterfall in a rainforest during the monsoon.

The first big problem was shoehorning this astonishingly shaped man into the aircraft. Most non-Tongans I've taken for a ride first grab hold of the fuselage, tread onto the wing, step inside onto the hard floor, then lower themselves into the laid back seat. It's complicated but doable. For Sam, I probably should have hired one of those industrial hoists. There was no way he could levitate his bulk up onto the wing without ripping out great chunks of the carbon fibre fuselage with his enormous paws. We got him a step and a chair. With two of us steadying

"We couldn't see much through the fog on the canopy"

him, that got him onto the wing. The aircraft groaned and sagged. Sam turned and stepped inside, then painfully slowly lowered his bulk into the suddenly tiny, tiny soft cushion chair. The seatbelts were extended to their maximum allowance and two of us pushed and strained until the buckle clicked home. The breaking strains on those belts is pretty impressive. If it had blown right then, it would have taken someone's eye out a suburb away.

I clambered around to my side and climbed aboard. Hmm. Not quite enough room to sit upright. My big shouldered passenger took up one and a half places. I leaned forward to close and latch the canopy and couldn't sit back in my chair. There wasn't much room left under there when the locks clicked home. I had to lean forward to look to the right or adjust any instrument on that side (or in the middle).

The bigger problem was visibility out the front. Sam's already prodigious sweating increased to full flood when the canopy closed, not only because of the heat but, I'm sure, he was feeling claustrophobic in the (for him) cramped space. The windscreen promptly fogged up.

The airflow improved when the big air conditioner at the front started up, but the noise and sight of it made Sam sweat more. He was a running river now. It was also making him more frightened, not that he'd admit it, of course.

When the wheels left the ground, the right side of the aircraft seemed to take forever to join the rest of us in the air. I applied the rudder trim to its maximum and had the stick firmly over to my side.

As we flew around Sam never relaxed for a moment. Most people do when they realise they aren't going to immediately plummet to their deaths, but not this bloke. I flew him over his house, but we couldn't see much through the fog on the canopy. He just sat there and sweated. I flew over the beach and showed him a couple of whales migrating north. Not impressed.

I even tried to get him to hold onto the stick and push the rudder pedals to see what they did. But my aeroplane requires the lightest of touches to fly smoothly, so giant hands and arms made for lifting and smashing obviously aren't suitable for brain surgery. We swooped all around the sky in his attempts to make it go where he wanted. It also made him more nervous and sweatier.

After 20 minutes or so, my back and shoulders were starting to ache from sitting forward and holding full left aileron. He wasn't enjoying it either, so I made the decision to go home. Not surprisingly we touched down first on the right wheel.

Taxying back to the hangar I noticed all his friends taking photos and waving wildly. I parked the aircraft, opened the canopy and wondered if I would ever be able to remove Sam from his cramped quarters.

I needn't have worried. Before I could even get out, Sam had burst from the seat belt and floated nimbly out of the aircraft onto safe ground. Must have been because he was a few kilos lighter from all the sweating. I would have to leave the plane outside for a few hours to dry it out.

Sam was surrounded by his friends.

"How did you go, Sam"? I heard one ask. "No worries at all, just loved it," he said.

"I might even go up again".

At this point he threw a glance at me and the look in his eyes said it all. I took the warning.

Then he straightened his shoulders.

"I'm hungry. Let's go get some Chinese."

My friend is Samoan like 'The Rock' and a similar size (although not as good looking or famous)

Sam with a few more layers on

“THE BEST THING EVER”

BY SAM RUTTEN

EVER since I was young I fell in love with the idea of flying. I am now an electrician working a roster which gives me the flexibility of having seven days off at a time. During my time off from work I had the opportunity to train and fly and, in 2015, I gained my 3 Axis RAAus Pilot Certificate.

I’ve been hiring fixed wing aircraft for a few years and have done a lot of research into buying my own but, with the running cost and hangarage, it was never an affordable option for me. Then a considered an aerochute. With an aerochute I could drive it around the country, save money on running costs, store it at my own home and nothing beats the set up time.

I had never had anything to do with aerochutes in the past and only knew of what I read in *Sport Pilot* magazine so I decided to check out a nearby training school. I organised a trial flight and, from the get go, I was hooked. I loved it instantly.

I bought an aerochute through the factory and did my conversion training in Werribee. The RPL training was straightforward and uncomplicated, having already trained for a Class A Licence. After just three hours I was ready for my solo. Stephen from Aerochute had me more excited than I should have been at that time of the morning in the cold Victorian winter. I’m from Sunny Queensland and so was definitely wearing a few more layers than I was used to. With nobody beside me in the seat, the chute took off like a rocket.

I’m honestly so happy with my decision to buy the aerochute. After many years of hiring I have finally realised the dream of owning and flying my own aircraft. The freedom and flexibility it comes with is paramount and extraordinary. Now I’ve got the chute and the trailer, I am looking forward to taking it on a road trip through to the Northern Territory to enjoy the scenery from the air and the ground. Camping, hiking, exploring, flying.

Isn’t that just the best thing ever?

A tablet to get there?

BY THE OPS TEAM

THIS MONTH WE TAKE ANOTHER LOOK AT ELECTRONIC FLIGHT BAG USAGE AND HOW RECREATIONAL PILOTS CAN USE TECHNOLOGY TO HELP WITH COMPLIANT PLANNING AND COMPLETING A SAFE AND SUCCESSFUL FLIGHT.

OPERATIONS has noted some consistent points and patterns are emerging regarding where the tablet can be useful - but where it also has the potential to let pilots down or lead them astray.

We should firstly talk about the regulations behind the use of EFBs, which reside in CAR233 1(h). This regulation provides information about CASA authorisation of certain commercially available navigation programs and associated software, which only relates to the use of the documents as current and legal reproductions of CASA and Airservices charts and information. The legislation came about as a result of the Electronic Transactions Act 1999 which allows the use of digital media to display documents. In other words as a very helpful document reader! Any navigation planning software or GPS use can therefore only be used to enhance situational awareness. Using electronic aids cannot replace normal VFR dead reckoning practices in relation to flight planning and management (AIP ENR 1.1).

Pilots need to be aware that positional information displayed via EFBs, GPS or associated software may not be accurate to a recognised CASA Technical Standard Order (TSO). Electronic devices can achieve positional fix information in a number of ways, which may not be consistent with recognised airspace boundary limits or the appropriate aerodrome or navigation reference points. Typically this is being done in the background by 3G or 4G network assimilation and means that, where the little aeroplane is displayed on the device, may not in fact be an accurate indication of where you are.

This is regularly proven via reports of airspace violations where the convenience of using the tablet has taken precedence over navigation via known geographical references. Airservices controllers often laugh about tracking unidentified VFR aircraft which fly perfectly arced rings along a CTA boundary, yet the pilots insist they are not using the tablet for primary navigation.

We encourage pilots to practice basic navigation principles rather than simply following the tracking functionality in EFBs. This way you can confirm you still have it when it comes to managing the flight tracking, time over distance principles and knowledge of where you are. You may be surprised how quickly basic navigation principles degrade if not practiced. Take an instructor with you if you have forgotten too many basic principles.

A further consideration when using EFBs is the requirement for a backup source of information. Don't forget to pack the charts or have a backup. Powering the equipment, charging it on route and making sure it is not going to quit at a critical moment, is important. Pilots venturing out in the wild blue with nothing more than a tablet and a power socket would not be considered to be seriously planning or managing the risks which should form part of our normal airmanship and flight planning processes.

> "Changes to technology will never be allowed to compromise flight safety"

Operations is also asked to provide information on the use of an EFB for navigation planning and execution for cross country endorsements. While EFB use is not excluded, the RAAus syllabus calls for the pilot to be able to demonstrate the required competency in flight planning and traditional methods for basic navigation principles of time over distance, diversion and gathering and using weather information. This is a point all RAAus examiners should remain aware of when assessing candidates for minimum standards.

We also need to remain aware of the tendency to fly a straight line course based on the information programmed into our EFB. This can result in flights over tiger country or built up areas with few options if the engine quits. Pilots must always ensure their flight remains safe, and a small diversion is often all that is required to avoid potentially dangerous areas.

As we work towards a RAAus CTA endorsement approval, it is worth considering the important skill of visual air to ground referencing with the assistance of electronic maps, being able to navigate to VFR waypoints, fly to a requested vector and give definitive positional fixes. These skills form part of day to day flight in controlled airspace.

The benefits of electronic assisted navigation can't be disputed and you would be hard pressed to find a pilot who hasn't adopted some form of GPS or tablet into their arsenal of navigation equipment. Performance based satellite navigation is the standard these days and VORs and NDBs are being decommissioned as we speak. However one thing hopefully which will never disappear is referencing the ground over which we fly or using our Mark 1 eyeball to make sense of it all.

Finally, we need to remember electronic equipment, the human interface, the applications, associated hardware and network interactions, are not infallible. In the same way your instructor taught you to reference an attitude for a given airspeed and use the ASI as the secondary reference, we should apply the same philosophy to EFBs. Screens freezing, blacking out due to heat, power loss, light reflections, interrupting software updates and even general cockpit based distraction are all inhibitors to safe operation of aircraft.

We live in a constantly changing world of EFBs and software and, even though they add a very useful dimension to assist us, we have to remain sensible in our use of this equipment and manage the array of information and tasks during in-flight navigation. RAAus is committed to constant review of changes such as the more widespread use of EFB. However changes to technology will never be allowed to compromise flight safety or replace adequate flight planning.

References: *CAR 233 (1) h; CAAP 233 (1)(2); AIP ENR 1.1 31 19.2.1b; CASA 'Out-n-Back' series; "A Tablet for everything" Sport Pilot July 2014*

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Back in the saddle

BY MARTIN CASTILLA

YOU know that feeling when you're longing to do something, but can't? I mean, really longing to do something. Like flying. And you can't.

That's been me the past six months as I dealt with a series of events and situations. Am I unique in having challenges? Of course not. When distilled, it boils down to money (surprise!), and the lack of it to spend on flying lessons.

During those months, I went flying a couple of times with a very kind buddy who owns his own aircraft, flies often for business and pleasure and enjoys the company. He probably felt sorry for me, often visiting the airfield just to watch airplanes going around, dragging my carcass around like a lost pup. So we went flying over Adelaide's southern vales and once across the Spencer Gulf to Thistle Island some 100nms away on a breathtakingly beautiful, still, Simpsons puffy white cloud day. Ahhh... such glorious vistas. I was able to aviate and navigate under his control.

Then last weekend all that changed.

On Sunday I returned to my flying school – Adelaide Biplanes at picturesque Aldinga Aerodrome – and once again walked around pre-flighting the SportStar, connected the headset and minutes later rotated towards a warm, calm, still autumn blue sky. Six long slow months were immediately forgotten.

"The world is a beautiful place"

In the classroom earlier, instructor Jack Madeley took me through a refresher on take-off, climb, descent and stalls procedures, speeds at different stages of flight and so on to ensure my knowledge was fresh. It was. I'd thought of little else since my last flight. Every. Single. Day. And night. Visualising, dreaming, speaking, reading, YouTubeing, Vimeoing, websiting, magazining... you name it; if it involved flying, it had been front of mind every day (are you as addicted as I am?)

Like I'd never been away, we climbed at correct angle, on speed but slightly offline to the runway centreline, turned on crosswind then departed the circuit climbing to 3,500ft to the training area out over the sea.

Along the way, as we tracked the coastline, we did a series of gentle turns, then 45° turns, getting the stick and rudder coordination smoother and in sync. Jack showed me how easy it was to be smooth - a virtually flawless series of 's' motions each time returning to wings level... yet when I took control the turns were less accurate, and odd shaped, and we lost or gained altitude. I was rusty.

Then it was time for stalls at different speeds and configurations, preceded by questions and explanations about effects and consequences of this move and that input. We worked the stick back and forward and talked about its effect on speed during turns. We used different power settings.

A year ago during early lessons on stalls, I had felt uneasy and anxious. This time I felt safe, that I personally could recover control by easing the stick forward, gaining speed and applying engine power. Lots of talk about and use of rudder, crossed controls, causing a wing to drop and recovering control, and so on. This had been overwhelming. This time it was all fun. Serious, but fun. I can see how pilots get addicted to aerobatics... yet what we did wouldn't even be a warm up to 'proper' aero. No doubt in future I'll get some aerobatics lessons.

After 45 minutes' practice over a beautiful blue ocean and meandering white coastline below us, we headed back toward the airfield.

Joining the dead side at 1,500ft, we descended crosswind to 1,100' circuit altitude then made the downwind call I've made 100 times in my mind since the last time I made it for real.

I asked Jack if we had enough time for two landings, a touch and go and a full stop. He replied that those things would take us over the hour's flight, so it was up to me. Of course I chose the two landings! I'd been looking forward to this for months, dammit!

Our turn on to base was a tad early, we kept square with the runway and found ourselves high on final. With the power right back we glided toward the dark concrete ribbon and, apart from not being perfectly aligned with the centreline, my landing was sound. Not perfect but acceptable (I've felt rougher landings with experienced pilots in control). Squeezing full power, we again went up for a full stop circuit and this time the profile all the way around was more accurate. We approached on final as if on a zipline. The landing again was just off-centre but pretty bloody good. And it was only the second one in six months.

I'm flying again. And the world is a beautiful place, specially from the air.

Whether to Fly

BY ROB KNIGHT

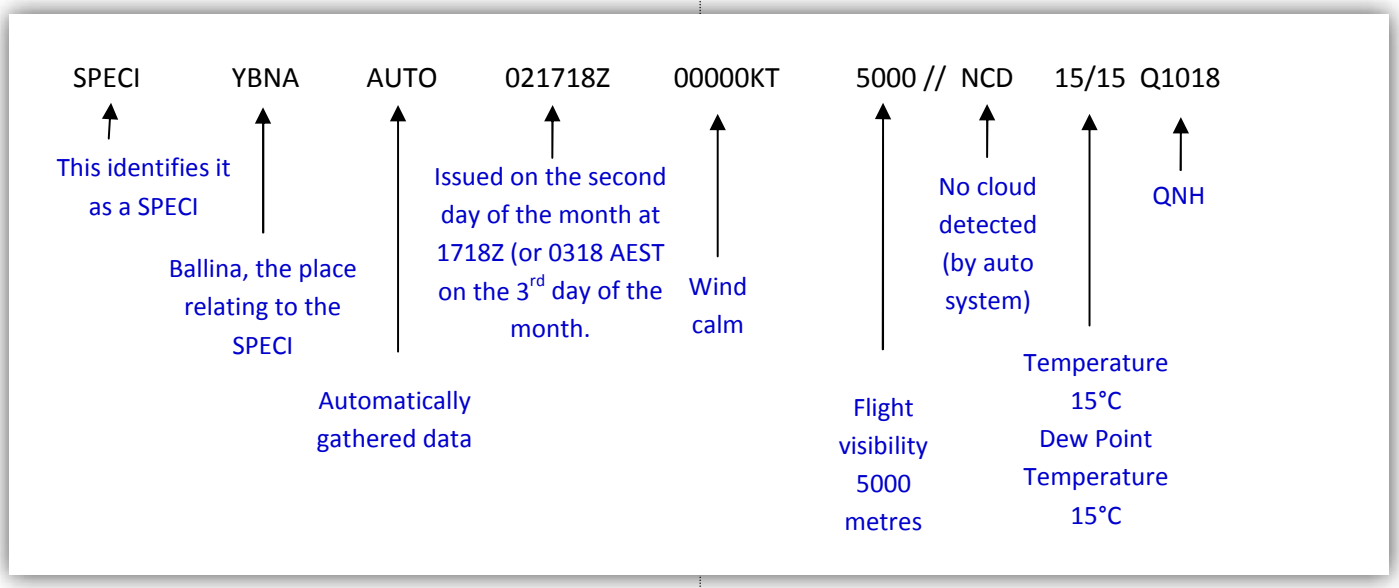
THE FINAL PART OF A SERIES ON WHY IT'S IMPORTANT TO GET YOUR WEATHER DETAILS BEFORE EVERY FLIGHT

LAST month we looked at singular locations depicted by the TAF forecasts and METAR reports available for such specific places. This time around, we will consider SPECI reports and ARFOR Area Forecasts.

A SPECI is a special Report (a special METAR if you like) which is disseminated when there is a significant change to a weather element (wind, temperature, visibility, cloud base etc) which could have an influence on aviation operations at that location.

Example of SPECI:

SPECI YBNA 021718Z AUTO 00000KT 5000 // NCD 15/15 Q1018



This, like the METAR listed in the last Issue, is simple to decode.

So what makes this a SPECI? Look at the visibility, the temperature and the dew point.

1. The visibility of 5,000m is the absolute minimum for VFR operations around the Airfield; and

2. The dew point is the temperature at which the air becomes saturated with water vapour and any further cooling will cause condensation in the air i.e., fog/mist will form. The temperature is 15°C and so is the dew point. Any cooling and fog occurs.

The SPECI is alerting reader that this locale has just the barest minima for VFR operations.

The ARFOR, on the other hand, is not a report of present or current weather. It is the forecaster's prediction of the meteorological conditions expected across a specified area for a specified period.

Designed primarily to meet the needs of general aviation pilots, the ARFOR system provides a forecast of weather conditions for each specified area, from the surface to 10,000ft above mean sea level (AMSL). The system provides for the routine issue of forecasts for these designated areas and the prompt issue of amendments when required. Forecasts are issued for the numbered areas shown in the map (right).

Below is a copy of a recent ARFOR issued for area 40. Following the ARFOR is a reproduction of that ARFOR broken down for ease of reading with notes to indicate the various parts and their meanings.

AMEND AREA FORECAST 271700 TO 280800 AREA 40.
AMD OVERVIEW: ISOLATED THUNDERSTORMS SEA S OF YBCG.
ISOLATED SHOWERS SEA/EXPOSED COAST TO 10NM INLAND AND ISLANDS S OF DLP, DEVELOPING SEA/COAST ELSEWHERE FROM 23Z.
ISOLATED SHOWERS TENDING SCATTERED SEA S OF YBSU.
ISOLATED SMOKE BELOW 7000FT, LOCALLY THICK NEAR FIRES.
WIND: 2000 5000 7000 10000 180/25 180/20 190/20 200/25 PS02
REMARK: WINDS ALL LEVELS TENDING FROM 160 S OF YBSU/
YROM FROM 00Z, ALSO 15-20 KNOTS STRONGER S OF YBBN/YTWB/YSPE.
AMD CLOUD: ISOL CB 5000/30000 SEA S OF YBCG. BKN ST 1500/3000 IN SHRA/TSRA. SCT CU/SC 3000 / ABV10000FT SEA/COAST S OF DLP (TO 30NM INLAND), BASES 4000 INLAND, TENDING BKN NEAR SHR BKN SC 6000/8000 SE OF YBSU/YTWB/YTFD.
WEATHER: TSRA, SHRA, FU.
VISIBILITY: 2000M IN TSRA, THICK SMOKE. 3000M IN SHRA. 8KM IN SMOKE HAZE.
FREEZING LEVEL: ABV 10000FT.
ICING: SEV IN CB. MOD IN CLOUD ABV FZL.
TURBULENCE: SEV IN CB. MOD IN CU. MOD BLW
REMARKS: FOR CLARIFICATION OF METEOROLOGICAL ISSUES CALL (07) 3229 1854.

In this series, we have looked at planning a flight in regard to weather and then acquiring and collating the necessary weather documents to ensure that weather surprises are as few as possible. Many argue forecasts are too inaccurate to be worthwhile but, in reality, this is certainly NOT the case. you are always better off with a forecast than without one.

AMEND AREA FORECAST 271700 TO 280800 AREA 40.

- AMEND AREA FORECAST: This is an amended area forecast
- 271700: From 27th day 1700Z (0300 AEST next day)
- 280800: To 28th day at 0800Z (1800 hours AEST same day)
- AREA 40.: For Area 40

AMD OVERVIEW:

Amended overview

ISOLATED THUNDERSTORMS SEA S OF YBCG. ISOLATED SHOWERS SEA/EXPOSED COAST

Isolated thunderstorms at sea south of Gold Coast Airport. Isolated showers at sea and along exposed coast

(TO 10NM INLAND) AND ISLANDS S OF DLP, DEVELOPING SEA/COAST

(to 10 nm inland) and islands south of Double Island Point, developing along the sea and coast

ELSEWHERE FROM 23Z. ISOLATED SHOWERS TENDING SCATTERED SEA S OF YBSU.

Elsewhere from 2300Z (0900 on 28th AEST), isolated showers tending scattered at sea south of Sunshine

ISOLATED SMOKE BELOW 7000FT, LOCALLY THICK NEAR FIRES.

Isolated smoke below 7000 feet AMSL, locally thick near fires.

WIND:

2000 180/25	5000 180/20	7000 190/20	10000 200/25 PS02
W/V at 2000 feet AMSL is 180° True at 25 knots	W/V at 5000 feet AMSL is 180° True at 20 knots	W/V at 7000 feet AMSL is 190° True at 20 knots	W/V at 10,000 feet AMSL is 200° True at 25 knots. Air temperature + 2°C

A SIDE-NOTE ON THE FORMATION OF MIST, FOG AND CLOUD:
Air is like a sponge and, almost inevitably, in any human habitable place on earth it contains water. If no cloud is visible, then the air is unsaturated and all the moisture sits hidden between the molecules of air in vapour (gas) form. If the air, like the sponge, is squeezed, there is less room between the molecules for the molecules of vapour to hide and they coalesce and condense into millions of tiny glistening water droplets. We see the light they reflect and thus they become visible as mist, fog, or cloud. Maintain the squeezing, coalescence continues, and mass increases until visible droplets are present and the cloud grows dark and heavy. Up until now, the droplets still have so little mass they fall only very slowly, almost imperceptibly. But with increasing droplet size, their rate of descent increases. Ultimately, we see their descent as precipitation – rain if liquid or hail if frozen. The only question remaining is how do you squeeze air? Answer – you cool it. Cooling air acts like squeezing the sponge and squeezing causes mist, fog and cloud to form.

REMARK:
WINDS ALL LEVELS TENDING FROM 160 S OF YBSU/YROM FROM 00Z,

Winds at all levels likely to blow from about 160° in areas south of a line from Sunshine Coast Airport and Roma Airport from 0000Z 1000 hours AEST (the following morning)

ALSO 15-20 KNOTS STRONGER S OF YBBN/YTWB/YSPE.

Also, winds will blow at 10 to 20 knots faster than forecast over the area south of a line Brisbane Airport, to Toowoomba Airports, to Stanthorpe Airport

AMD CLOUD:

Amended (changed) from cloud statement at initial of forecast

ISOL CB 5000/30000 SEA S OF YBCG.

Isolated cumulonimbus, base 5000 ft AMSL. Tops to 30,000 ft AMSL at sea south of Gold Coast Airport

BKN ST 1500/3000 IN SHRA/TSRA.

Broken (5 to 7 oktas cover) stratus cloud, base 1500 ft AMSL tops 3000 ft AMSL in rain showers and thunderstorms

SCT CU/SC 3000 / ABV10000FT SEA/COAST S OF DLP (TO 30NM INLAND).

Scattered (3 to 4 oktas cover) cumulus and stratocumulus cloud, base 3000 ft AMSL tops above 10000 ft AMSL at sea and along the coast south of Double Island Point and up to 30 nm inland

BASES 4000 INLAND, TENDING BKN NEAR SHRA.

With cloud bases at 4000 ft AMSL inland with cloud cover increasing to perhaps broken near showers of rain.

BKN SC 6000/8000 SE OF YBSU/YTWB/YTFD.

Broken (5 to 7 oktas cover) stratocumulus cloud, base 6000 ft AMSL tops 8000 ft AMSL south east of a line Sunshine Coast Airport, to Toowoomba, to Tenterfield airport

WEATHER:
TSRA, SHRA, FU.

Thunderstorms, rain showers, and smoke

VISIBILITY:
2000M IN TSRA, THICK SMOKE. 3000M IN SHRA. 8KM IN SMOKE HAZE.

Flight visibility reduced to 2000 metres in thunderstorms and thick smoke, 3000 metres in rain showers. 8000 metres in smoke haze

FREEZING LEVEL:
ABV 10000FT.

The height where the air temperature falls to 0°C is above 10000 ft.

ICING:
SEV IN CB. MOD IN CLOUD ABV FZL.

Airframe icing severe when flying in cumulonimbus cloud and moderate in cloud above the freezing level (given previously as being in excess of 10000 ft AMSL)

TURBULENCE:
SEV IN CB. MOD IN CU. MOD BLW 6000FT SE OF YSPE/YTWB/YBBN.

Turbulence severe in cumulonimbus, moderate in cumulus cloud, moderate below 6000 ft south east of a line Stanthorpe Airport, to Toowoomba, to Brisbane Airport

THE OLD STATION SOARS TO NEW HEIGHTS

STORY & PICS BY ALAN BETTERIDGE

Looking ready for action - Brian Scofell's Mk 26B replica Spitfire

THE Old Station Fly-In and Heritage Show held over the weekend of May 27/28 has proven to be another success story for the organisers.

As was the case last time, this year's event saw the camping area packed with tents, caravans, motorhomes and all manner of outdoor accommodation.

Over 200 aircraft made the trip in what can only be described as near perfect flying weather.

Cloudless skies (for the most part) and light winds were the order of the day.

While many did drive in to watch the airshow on the Saturday, most of the people who flew in were there to enjoy the comradery of fellow aviators the Old Station has become famous for.

Peter Downs flew his Ibis Magic up from Maryborough with good friend John Coulter.

Arriving on Saturday the pair had decided to pitch their tents under the wing and stay overnight, both to enjoy the evening's entertainment and allow a less hurried departure on Sunday.

"The airshow is scheduled from 3pm until 5pm and with that time frame it would have been impossible to return to Maryborough before last light," Peter said.

An announcement had been made that the airshow would be brought forward and start at 2 (something that proved to be incorrect) but that still didn't change Peter's mind.

"Even if the airshow was to finish at 4 I would have to depart the minute it finished to make it back.

"It's just safer to make the decision now and stay overnight.

"Accident reports are full of stories of pilots who pushed last light too far and never lived to tell the tale.

"There is no way I am going to add to them," he said.

Peter has owned his aircraft for five years and has nothing but praise for it.

"It's a top little plane, gets along at around 100kts and is a joy to fly," he said.

"Not long after I purchased it there were all the problems with RAAus registration and I can tell you I wasn't a very happy chappy with RAAus back then.

"But it seems the organisation is back on track now," he added.

Not everyone was having a top day though, with Tony Grant experiencing what every aviator dreads – a flat tyre.

"It has something for everyone"

Tony had flown down from Townsville for the weekend in his neat-as-a-pin WAC Spirit.

"We had one stop at Nebo (near Mackay) for fuel and then straight here," Tony said.

"The total flight time was about four hours, not bad considering it would take a few days by car.

"We arrived here on Friday and when I got up this morning I found the aircraft had a flat tyre."

But Tony wasn't daunted by the prospect because he always carried a can of tyre sealant whenever he ventured away.

"I thought 'no problems', just get the can out and pump it up again."

Sadly for Tony the tyre gods were against him.

"No sooner had I pumped it up than it went flat again, I think maybe either the punture is bigger than I thought or the can was well out of date.

"Either way it didn't work so I guess it will be back to plan B," he laughed.

"If only I had a plan B, never mind I'll have a coffee and think about it."

Leaving Tony to ponder his fate I wandered down the line of aircraft and came across Brian and Kaye Goodworth setting up their tent for the night.

Brian, a retired cane farmer from Ayr in North Queensland but now a resident of Pacific Haven on the Fraser Coast, was offering moral

The Feed Barn was busy all day!

Vans RV-4 about to touch down

Aircraft as far as the eye can see - almost

Immaculate RV-9A, note the ground anchors

Matt Hall's impressive Extra 300 is dwarfed by Paul Bennet's TBM-3E Avenger

Looking good was this GS-2 Sportsman 2+2

Kieran and Kirsten Gibson

A CFM Shadow was one of the more unusual aircraft at Raglan

support to his wife Kaye as she inflated the couple's air bed.

In his defence I must add that Kaye was inflating the air bed with an electric compressor and not a manual pump or lung power.

Brian and Kaye had flown up from Pacific Haven in the couple's Savannah XL which Brian had constructed.

"I started the build when we were still in Ayr and it took me around three years to complete, but keep in mind I was still running the cane farm when I was building it so it took me a bit longer than it should have," Brian said.

"Not long after completion I retired and we moved down to Pacific Haven to be closer to my mum who was in aged care in Hervey Bay.

"I have owned the Savannah now for six years and I am very happy with it. Everything in the kit was well finished and fitted together without any hassle at all.

"I would have no hesitation in buying another one – that's if I ever decided to build another one and that's not looking very likely," he mused.

By the time Brian and I had finished chatting Kaye had completed most of the set up work for the night.

"Well, that worked out nicely, didn't it," Brian said.

Continuing my search for more people and their stories I spied an unusual visitor to Old Station. A British CFM Shadow.

These aircraft were designed by David Cook who gained fame by being the first person to fly across the English Channel in a powered hang-glider.

The Shadow design first flew in 1983 and was in continuous production until around 2000.

Although the original engine was an EC44 two-stroke Robin, most have now been replaced with the more reliable Rotax 447 and 503 two-stroke engines.

They were also licence built in South Africa with the option of a Jabiru engine.

Looking over the aircraft I couldn't help but notice how narrow they were. There would be absolutely no chance I would fit in one and even if I did manage to get in, surely I would never get out again!

I put my small weight gain down to mishearing the doctor's instructions. I am sure he said to eat more fries.

My wife assures me what he actually said was get more exercise.

Another happy couple setting up for the night were Kieran and Kirsten Gibson who had flown over from Agnes Water near Gladstone.

"Didn't take us too long at all," Kirsten said. Just a hop, skip and jump really," she added.

The couple have owned their Jabiru J230D for seven years and during that time have clocked up an impressive 900 hours.

Kieran, who is involved in the building industry, said the high usage rate was due to him using the aircraft for work as well as pleasure.

"I fly down to Noosa every week for work, so it really builds up the hours," he said.

"If I didn't own an aircraft it would take me forever to commute back and forth and it is far safer to fly than to drive I reckon.

"Those factors alone make aircraft ownership well worthwhile."

Kieran and Kirsten said they make the pilgrimage to Old Station for the fly-in and airshow every year and looked forward to it.

"This will be our fifth visit and we hope to be able to attend for many more years to come," Kirsten said.

The Old Station Fly-In and Heritage show is an iconic event on the Queensland aviation calendar and thousands of people flock to it every year.

It has something for everyone and is not just limited to aviation.

Not only are there are tractor pulls, (always a crowd pleaser) static truck, tractor and car displays, food, stalls and non-stop entertainment but an atmosphere of friendship and fellowship that, if you have never been, is hard to define.

Be sure to mark the last weekend in May for your chance to visit Raglan – but be warned it will become additive.

5023 LOCATION LOCATION LOCATION. HOLBROOK AIRPORT $79,000.00 ONO

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621 Airframe Hours, 621 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 $132,000
PRICE $129000
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. $90,000 Contact Bob 0400230895
PRICE $90000
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
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 $22000
CONTACT BRIAN HOWARD 0401 060 613

5140 PARADISE P-1

286 Airframe Hours, 286 Engine Hours, P-1 PARADISE P-1
PRICE $95000
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 ONO
CONTACT ROBERT EASTHER 0419 337 169

5154 TEENIE TWO

61 Airframe Hours, nil Engine Hours, Teenie Two. Teenie Two, 1835 VW engine Dual Ignition. 61 hrs air frame - 70 hrs engine 100 knts approx 10-11 lt hr. New cases and internal parts fitted Removable wings VG,Äôs fitted 12v batt. Dual brakes Always hangered. $10,000 Includes trailer. 07 34084895
PRICE $10000
CONTACT GARRY KELLY (07) 3408 4895

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

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nil Airframe Hours, nil Engine Hours, nil. Hello, I would like to offer my Sportstar for private hire or crosshire to a flying school in the Redcliffe/Brisbane area. The aircraft is currently hangared at Redcliffe Airport. The aircraft is fully L2 serviced & maintained @ $180p/h dry.
PRICE $180
CONTACT DAVID LEFRANCKE 0407 068 240

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
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
CONTACT CHARLES DARMANIN 0417 100 446

5224 BRUMBY LOW WING

650 Airframe Hours, 650 Engine Hours, 600 low wing. Brumby 600 low wing. Rotax 912ULS with Sensinich 3-blade composite prop. 2-seat leather interior. Dynon EFIS and Garmin avionics with Autopilot. Low time and great condition. Price excludes GST.
PRICE $85000
CONTACT SHELDON JONES 0427 102 540

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
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
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
CONTACT MIGUEL NADAL (+3) 4632 720799

5237 SEAMAX AMPHIBIAN

32 Airframe Hours, 32 Engine Hours, M22. Compare this Seamax with any other amphib LSA. 100kt IAS in cruise . 18L/hour 95 octane mogas. Reverse thrust and water rudder for water handling. 279kg useful load. Salt water friendly composite /stainless steel, no alum frame like searey.
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5241 SUMMIT II PPC

18 Airframe Hours, 18 Engine Hours, Summit II. Call David on 0412638390 for more information
PRICE $15000
CONTACT DAVID TUNKIN 0412 638 390

5249 XCITOR POWERED PARACHUTE WITH BRS

77 Airframe Hours, 77 Engine Hours, Xcitor. German Built Xcitor Powered Parachute with factory BRS. In excellent condition and awesome to fly. This is my 3rd and by far the best Powered Parachute that I have owned. I am selling as I have moved into fixed wing flying. TRAILER ALSO AVAILABLE
PRICE $35500
CONTACT NICK BURI 0408 923 710

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**

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**

CONTACT **GEORG NEUHAUS PHONE NUMBER NOT PROVIDED**

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**

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, Negotiable at $35,000 Call Tony 0427 200 377

PRICE **$35000**

CONTACT **ANTHONY CATHCART 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**

CONTACT **PHILIP BROWN 0425 320 144**

5266 KAPPA SABRE

500 Airframe Hours, 1,200 Engine Hours, Kappa Sabre SOVA KP2U. KAPPA SABRE, 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**

CONTACT **JOHN ANTHONY MITCHELL 0407 404 585**

5268 JABIRU J250 2004

325 Airframe Hours, 325 Engine Hours, J250. Jabiru J250 2004. Solid Lifter eng. VGs, Elect Flap, Trig Mode S Txp, Area 500 GPS, Microair VHF, Area 500 GPS, All 10 Ply Tyres, Gt Touring A/C

PRICE **$60000**

CONTACT **IAN WILLIAM BERRY 0427 997 441**

5271 ROTAX 912ULS ENGINE & GEARBOX

nil Airframe Hours, nil Engine Hours, nil. Rotax 912ULS 160 hrs to run complete with oil tank (value $1500). Exhaust System (value $2616) and all oil & coolant hoses. Only heat exchangers required (Oil & Coolant Radiators) for installation.

PRICE **$8000**

CONTACT **DOUG WILLIAMS (03) 5763 2440**

5272 WANTED MAINTENANCE HELP

600 Airframe Hours, nil Engine Hours, trainer. wanted aircraft maintenance

PRICE **$20**

CONTACT **JOHN THIRLWALL 0413 963 438**

5273 ROTAX ULS 100HP MOTOR ENGINE

nil Airframe Hours, nil Engine Hours, nil. Used Rotax 912ULS engine time expired in good working order when exchanged for new motor off Gyro copter. 4590.5 Hours. New sprag clutch fitted. Requires oil cooler and radiator, Ser. 5644156. Pressure check 78 60 76 76/80

PRICE **$6500**

CONTACT **NEVILLE MCELROY 0405 288 866**

5274 BRAND NEW C TYPE GEARBOX

nil Airframe Hours, nil Engine Hours, nil. For sale, brand new C type gearbox, ratio 2.62:1.

PRICE **$1900**

CONTACT **BRUCE HARVEY 0418 272 033**

EMAIL **CHUTEOUT.HARVEY@GMAIL.COM**

5275 QUICKSILVER GT 500

5 Airframe Hours, 5 Engine Hours, GT 500. Quicksilver GT 500. Owner meticulously Built.Fun Plane to Fly. Selling to start a new project.

PRICE **$33000**

CONTACT **STEVEN PARISH 0428 668 737**

5281 HUGHES LIGHTWING

466 Airframe Hours, 466 Engine Hours, 3A. In storage for six years built in 1988. VW engine, factory conversion with dual ignition. excellent instrumentation. Just 600 hours engine and air frame. Requires new fuel hoses. Good working order prior to storage. any fair offer considered.

PRICE **$20000**

CONTACT **MICHAEL KULOW PHONE NUMBER NOT PROVIDED**

5285 JABIRU 230C

380 Airframe Hours, 380 Engine Hours, J 230 c. 2007 J 230 with 380 hrs total , EMS with egt - cht on all cylinders, gps 296, icom 210, Garmin intercom, Transponder c, new 10 ply tyres. Always keep in hangar and in very good condition.

PRICE **$58000**

CONTACT **JAMES GEALE 0418 449 856**

5286 JABIRU-UL450

494.9 Airframe Hours, 494 Engine Hours, UL. Selling this beautiful little plane as i am wamting to upgrade. Cruiae at 90knts using 15lph

PRICE **$23000**

CONTACT **AIDAN GILLILAND 0488 924 326**

5287 PROPS & MOTOR PARTS: PRICES FROM $300

nil Airframe Hours, nil Engine Hours, nil. 4 blade Brolga pusher prop 13/17 degree pitch blocks - $800. 2 x Arplast 3 blade pusher props, suit 2 stroke 582 - $900 each. Arplast 4 blade hub -$300. 2 x 582 2 stroke barrels standard and honed - $800 each. 582 2 stroke blue head - $300

PRICE **$300**
CONTACT **JOANNE WHITE 0468 804 280**

5290 ENGINE AND PROPELLER

nil Airframe Hours, nil Engine Hours, nil. Jabiru 3300 6 Cylinder Liquid Cooled Heads. Runs well. Ivor Magnum Propeller 68 inch Electric pitch Change. 18 inch Spinner

PRICE **$5800**
CONTACT **JIM WICKHAM 0408 142 060**

5291 AIR CREATION TANARG 912ES

320 Airframe Hours, 320 Engine Hours, Tanarg 912ES. AIR CREATION TANARG 912ES. 320 airframe hours, 232 hours Bionix13 wing. Built 2013, always hangared, never road transported, full documentation incl flight history and maint. releases. immaculate in every way. Now well over $95k to replace.

PRICE **$50000**
CONTACT **MARTIN ALAN RICHMOND 0458 110 932**

5293 WANTED

N/A Airframe Hours, nil Engine Hours, N/A. Wanted to buy, derelict, damaged or written off aircraft. Will consider anything any condition.

PRICE **$0**
CONTACT **TOM MOXEY 0419 476 677**

5295 SPORTCRUISER - CZECH SPORT AIRCRAFT

685 Airframe Hours, 685 Engine Hours, Sportcruiser. Immaculately presented and well-appointed LSA, this all-metal aircraft would suit a discerning or new aircraft buyer. Features Rotax 912 ULS, 3-blade prop, twin Dynon 10" Skyview displays, Garmin 695 GPS, autopilot, electric trims, 114 litres (5 hrs)

PRICE **$129000**
CONTACT **CHRIS HOWARTH 0418 796 778**

5297 RV6 VH-MJH FOR SALE

283 Airframe Hours, 283 TIS Engine Hours, RV6. TT AF/ENG/Prop 283 Hrs LYC. O 360 180 HP. Metal FP prop. Nil accident. Best SAAA ,ÄòAll Metal Aircraft,Äô in 2006. CRZ 160 KTAS on 30 ltrs. CoA, Day/Night VFR with NO flight over built up area restrictions.

PRICE **$110000**
CONTACT **MIKE HORNEMAN 0417 931 872**
EMAIL **RV6MJH@BIGPOND.NET.AU**

5298 TECNAM P2002-JF

800 Airframe Hours, 800 Engine Hours, P2002-JF. Fully certified version of Tecnam's much-sought low-wing P2002. RA Aus registered but until very recently registered in VH (normal) category. LAME maintained. Privately owned; no expense spared in keeping this excellent aircraft in top condition.

PRICE **$70000**
CONTACT **PETER HALL 0400 801 531**

5299 AIRCRAFT SYNDICATE SHARE

9000 Airframe Hours, 850 to run Engine Hours, Airtourer. Share in Victa Airtourer hangared at Caboolture. Fixed costs are $300 twice a year and current flying rate is $100 per hour wet on tacho. Well run syndicate with on-line booking system. Tidy aircraft with 120kt TAS and aerobatic. Licence min PPL

PRICE **$4500**
CONTACT **NEIL COOPER 0401 356 659**

5300 37 TIGERMOTH AVE, TEMORA AIRPARK

nil Airframe Hours, nil Engine Hours, nil. A change in circumstances means I need to sell my airpark block at #37 Tigermoth Ave Temora Airpark. Brand-new 15 x 15 x 6m high hangar on a 50 x 25m freehold block, it has unrestricted views across the entire northern portion of the airport.

PRICE **$190000**
CONTACT **ROBIN WILLS 0401 023 271**

5303 HANGAR FOR RENT AT GATTON AIR PARK

nil Airframe Hours, nil Engine Hours, nil. Hangar for Rent At Gatton Air Park.

PRICE **$0**
CONTACT **TIM POWELL 0468 345 972**

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Ken Boyland (r) takes the trophy from Ted Willett at Bunbury

Ken Boyland only held the trophy for a week before John Reymond (r) swooped and lifted it again

WHERE IS CAGIT?

CAGIT PICKS UP PACE

THE Come and Get It Trophy has been bouncing around the west of the country again, much to the frustration of some trophy hunters on the east. It was put on hold for a little while to mark the passing of Rick Morawski, who held the trophy earlier in the year. His friend, Ted Willett, then took it on Rick's behalf and made it available again.

At the end of May, Ken Boyland flew into the Bunbury Aero Club and grabbed the trophy from Ted to take home to Geraldton.

Ken barely had time to get the thing engraved when John Reymond, another West Australian, lifted it from Geraldton and removed it to Karakin (10nm east of Lancelin) also in southern WA.

That's where, at the time of printing, it remains (although there are rumours another assault on the trophy might be imminent).

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

ADVERTISERS INDEX

Pegasus crosses the channel

A PLUCKY French pilot has kicked a major goal, crossing the English Channel in a Vaylon Pegasus flying car which can only be described as a cross between a paraglider and a dune buggy.

At 8am on June 14, Bruno Vezzoli took off from an abandoned wartime runway in Ambleteuse on the northern coastline near Calais in his car which he nicknamed 'Pegasus' after the winged horse in Greek mythology.

The journey, sponsored by French Luxury goods company Cartier, was expected to last anywhere from 20 to 70 minutes depending on the weather conditions.

The aircraft was fitted with sea rescue equipment.

"I would say the biggest risk, just like with any engine-powered machine, was a breakdown," Vezzoli told Reuters.

"Usually you land on the ground, but in this case we would have had to do a sea-landing," he said.

59 kilometres later he successfully landed Pegasus at East Studdal, near the English port of Dover. The aircraft originally created by Vaylon with the military in mind, is capable of reaching speeds of approximately 80kmph, a maximum altitude of 3,000ft and has a three hour endurance.

"The automotive and aeronautic industries were born around a century ago and it's only now that we are managing to combine the two modes," he said.

The entrepreneur said he was inspired by French writer Jules Verne and hoped to one day build a machine which would allow him to do a complete world tour in 80 days.

***Source**: Network Ten*

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Got an aviation moment you'd love to share? Your kids or maybe your club get together? Send a photo as a jpeg attachment and a short explanation to editor@sportpilot.net.au

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