



BI-MONTHLY NEWSLETTER

NOV 2004 ISSUE NO. 2

# HANGER TALK

NEWS & INFORMATION FROM CABOOLTURE MICROLIGHTS

## FOREWORD

It seems to have been a very quiet couple of months since the last newsletter hence there are not any reports of weekend flyouts in this edition. Maybe I have missed a few due to be being away working overseas but the weather has also been a big factor. Several weekends have been lost due to high winds - one Saturday apparently Brisbane ATIS were reporting 50kts at 3000' ! There has also been low cloud and, even when it has been flyable, there have been several weekends of shocking visibility. All very reminiscent of my flying in the UK but here the visibility problems are due to the start of the bush fire season rather industrial pollution.

The weather also postponed the inaugural meeting of the Caboolture Microlights Club, not because we need good weather to meet up but because it would have been a shame to get everyone together & not be able to fly first ! For those of you who weren't able to make the meeting there is a summary later on.

A warm welcome to new member Nikki Page who hopes to start training for her licence soon but already has experience of trikes having flown with the guys at South West Microlight Club in Bunbury WA.

John Cresswell

Please email anything for the next edition to crezzi@lineone.net, give it to Derek or John or leave it for us in an envelope in Hanger 92.

Deadline for Jan edition is the end of Dec.

Thanks - John.

## SAGA OF THE AIRBORNE XT-912

John Cresswell

At the time of writing I still haven't been able to collect what Derek calls my "u-beaut trike". The good news is that it has been built & is ready to go but unfortunately it is still at the factory waiting for CASA to approve the certification of the type. Although quite a few have already been sold and are flying overseas these are in countries, (like the USA), where trikes are classed as recreational vehicles and hence are not required to meet any airworthiness standards.

Certification has proved to be a rather lengthy process as Airborne decided to go for "primary" category with the XT. This is a higher level of certification which will allow the plane to be sold & flown in pretty much any country without the need for additional testing, (it would apparently also allow it to be VH registered in Australia !). The XT will be the first trike to be approved in this category and CASA has therefore required an massive amount of extra documentation as the various national aviation authorities are relying on their approval of the plane.

In addition to the delays caused by the documentation CASA also require the type to be flown by one of their approved test pilots. This caused a further delay whilst one of them completed a conversion course as none of them were rated to fly trikes. The last news I had was that the test pilot has now flown the XT and CASA are waiting for his written report. Then, hopefully, certification will be approved which will enable the AUF RAA and HGFA to register them. Once that is complete I can go down and fly it home. I could trailer it back now but it would be even more frustrating to have it at Caboolture and not to be able to legally fly it. Plus I'm looking forward to the flight home of course !

**REPORT FROM THE INAUGURAL MEETING OF  
CABOOLTURE MICROLIGHT CLUB  
Saturday 9<sup>th</sup> October 2004**

Present : Derek Tremain, Bob Samuel, Inge Flesch, John Cresswell, Nikki Page, Peter Zammitt, Brian and John Alcock.

Apologies: Neil Schaefer, Dave Marsh and Adam Silk.

The meeting started with Derek providing a brief history of microlights at Caboolture and explaining that for some time there had only been 3 - 4 trike pilots. The recent increase to the dozen or so currently operating (and the potential for further increases in the next 12 months) was the main reason for proposing the formation of a club. It was agreed that the emphasis should be informal ("no politics!") and that the charter would be based on the suggestions of Neil Schaefer namely -

To provide an environment where microlighters can develop their flying and flying experiences with the assistance of the greater membership.

To provide a portal where information can be gathered & disseminated to promote & develop our sport in a non-commercial manner within the Greater Brisbane area.

To act as a steering and liaison point for interaction with Caboolture Aero Club, Recreational Aviation Australia and Hang Gliding Federation Australia.

And finally, to promote safe, semi-organised and fun flying.

It was proposed that the club should have a small committee to serve one year terms and that 2 members should be replaced each year. The following posts & volunteers were accepted -

Technical & Safety Officer - Graham Roberts (that will teach him to not attend !)  
Secretary & Newsletter Editor - John Cresswell  
Hanger Manager - Derek Tremain

The additional post of Events Coordinator was discussed but it was agreed that, for now, this role would be shared among anyone who wishes to volunteer with Nickki Page agreeing to help out.

Suggestions of possible future events included -

An Xmas 2004 get-together (The Aero Club is still available for Nov 13<sup>th</sup>, Nov 27<sup>th</sup> and Dec 18<sup>th</sup>).  
A fun club competition and/or coaching weekend  
A South East Queensland Microlight flyin.

Date of the next meeting to be decided but probably in 2 - 3 months time.

Additional business included a reminder that membership of the Aero Club is required by everyone wishing to fly from Caboolture and that BFR and appropriate endorsements must be current to remain legal. Finally the newly appointed Hanger Manager reminded occupants of Hanger 91 that their fees are due on the 1<sup>st</sup> of each month.

**CABOOLTURE AERO CLUB AGM  
Sunday 26<sup>th</sup> September 2004**

A small turnout for a "steady as she goes" AGM. The main points discussed were the Airshow which wasn't the profit making machine people may have thought. Only \$40 000 which included a donation from Archerfield Airshow and donation from Caboolture Council. The airshow was a lot of hard work by a small band of volunteers.

The Mayoress suggested we form a working team of negotiators to fend off a federal government closure of the Airstrip in 2018.

Only a couple of changes on the committee with the President vowing to make Caboolture Aero Club a friendlier Aviators Club and to make the clubhouse the hub of a very busy airport.

**A REMINDER TO ALL ...**

To fly at Caboolture you must be a member of the Caboolture Aero Club.

Please ensure your licence is current & you have all the necessary endorsements.

No smoking or refueling in hanger.

Tea and Coffee is available at Hanger 91. Help yourself but tidy up and wash cups up so that they are clean for someone else to use.

No dogs Please.

## INCIDENT REPORT

I've not seen too many micro/ultra light accident reports since I moved to Aus. The RAA mag usually contains a few short accident summaries and, once, a more detailed description but apart from telling me that having your engine catch fire in flight is a bad thing (DUH!), I haven't read anything very informative. So in an attempt to improve this, here is the explanation of how a certain Edge has acquired a few scuff marks through my mistakes.

The usual Sat morning outing of 2 trikes with me flying Dereks Edge with him in the back and the destination was Caloundra. We arrived overhead first and chose runway 23 as most suitable in the light wind. On the downwind we discussed where to land and I decided to land short on the grass starter so that I could turn straight off on to the taxiway without having to backtrack the runway. I was a little high on finals and hence landed further in than I had been intending but roundout, flare & touchdown was all normal. We rolled off the grass on to the tramac and as the taxiway approached on our right we had slowed down to walking pace. I attempted to brake so that we could turn safely on to the taxiway but either couldn't find the brake pedal or wasn't pressing it hard enough to have any effect. (the trike has non-standard braking with heel operated brakes on each pedal). In attempting to figure out why we weren't slowing down, my left foot first slipped of the pedal (causing the trike to swing left) and then inadvertently applied full braking which locked the front wheel. The trike did a "stoppy" with both rear wheels leaving the ground and no forward motion. It felt like it was balanced like this briefly before rolling onto its left side and coming to rest supported by the wingtop, the rear spat and the pod. Oops - the end of over 1000 hours accident free flying. Luckily the damage was mostly cosmetic and neither of us was injured - although it took me ages to get my harness undone before we could climb out so it could have been very different if we had been on fire or been forced to land in water.

Most aviation accidents aren't the result of a single cause but occur at the end of a sequence of contributory events. By taking appropriate action at any point in this "chain of events" the bad stuff could be avoided but if you carry on regardless then theres an increasing risk of a mishap. I'm not

presenting the following contributory factors as excuses (as P1 it was entirely my fault) but to illustrate how a chain of events can lead to accident.

Due to pressure of work I hadn't flown for over 2 months - not enough to be current.

I had just returned from an overseas trip and was up late the night before due to family problems back in the UK. I had actually decided to call Derek & cancel but he phoned me first & I said Yes. Tiredness made me oversleep so I arrived late at the airfield and the guys had the planes rigged and were waiting for me before departing. All very rushed but nevertheless I chose to fly first rather than sit in the back for the outward flight.

Derek flies from the front using a backrest to give him better control. I'm taller than him but had also used this backrest without ever recognising that it actually reduced my effectiveness on the controls. I was also wearing brand new boots which were stiff and hence further hampered my control effectiveness. Lack of currency lead to me misjudging the approach and being too high for my aiming point. And the final link in the chain was my half baked decision to use the brakes to slow down so that I wouldn't miss the taxiway - despite there being hundreds of metres of runway in front of me. There were ample opportunities to have prevented this particular mishap that I should have recognised. Look out for chains in your own flying and do a better job of stopping them than I did!



Neil doesn't get the chance to fly out with us too often but that doesn't mean he doesn't go anywhere as this photo heading for Teewah shows.

## CLOUD FLYING Derek Tremain

A couple of years ago Microlight pilots Dave Marsh and myself were on our way aback from Greenfields. Flying high above broken clouds to stay out of the thermal generated turbulence. When all of a sudden and totally with out warning the cloud below became a solid mass of white as far as the eye could see, in all direction. We were about 10 nautical miles north of the Glass House Mountains and a beam of Caloundra. We looked for a hole in the cloud but there was none to be found. We decided after a quick all stations radio call that we would descend down through the cloud as soon as possible. I decided to go first, so that when I was below and clear of the cloud I could then radio Dave to come on down (we didn't want two trikes in close proximity in cloud). The descent was relatively easy I just let the trike do the work not giving any pilot input apart from some backward pressure on the bar. It seems like I was in the cloud for ages probably 3-5 minutes. I was surprised how thick the cloud cover was. I entered the cloud tracking south and exited facing east. Other than that it was quite uneventful.

Then I read an article in a magazine.....

"...Loss of Horizon

Most flexiwings (trikes) will not naturally roll wings level when disturbed but will either stay banked or continue to roll."

When you have good horizon, this is never a problem because as pilots we are trained to make small corrections all the time without even thinking about it. But if you find yourself in clouds, it would be very easy to start rolling without knowing it and find yourself upside down. Once upside down the weight of the trike will try to fall over and if this is in the wrong direction it can start a tumble (fatal).

If you don't believe this, next time you are flying on a gusty day, take your hands off the bar when the wings are level and start a stop watch. Within 25 seconds, you will be at 60 degree bank and forced to recover so our trip into the cloud wasn't without its hazards.

The moral is to never ever allow yourself to enter cloud.

On the day I thought I had made the right decision (and got away with it) but now with hindsight, perhaps we should have split up and gone in different directions to search for that life saving hole in the clouds.

## FORTHCOMING EVENTS - GO FLY !

### **Greenfields Christmas toy run - Sun 28 Nov 2004**

Fly up to Greenfields early to avoid the rapidly rising air. Fly back later in the day - take a few toys new or second hand.

### **Great Eastern Fly In. Dec 30 2004 - Jan 1**

Probably just take a couple of trikes down and trailer them home. This one needs some organizing - any suggestions welcome.

### **Caboolture Fly In - January 14-16 2005**

Please support this one

### **Clifton - March 12 & 13 2005**

Another camping weekend. Derek can arrange ground support.

### **Inglewood, May 1 2005**

Inglewood, one of the great weekends away. Fly down, fly / trailer back. Derek can organize ground support

### **South East Qld Trike Gathering - Suggested date**

### **Queen's Birthday long weekend, June 2005**

We need to form a team to organize this one.

### **Queensland International Air Show - Bundaberg - July 16 - 17**

Get there how you like - sleep over at Jo's mum's on the floor. Just need your swag.

### **Teewah Flying Clinic Weekend**

Open for suggestions - camp over, competitions etc, date to be organized

## AUF DEUTSCH !

Although English is the universal language of the air this doesn't guarantee that there won't be any confusion or misunderstandings. I have had first hand experience of this trying to communicate with ATC in various parts of the world and when I first flew in Australia, a popular pastime for the other pilots was monitoring the radio so they could laugh at my accent. So to help reduce the language barrier, auf deutsch :

Bei Caloundra können wir auf dem Teermakadam landen !