



BI-MONTHLY NEWSLETTER JANUARY 2007 ISSUE NO.

HANGAR TALK

NEWS & INFORMATION FROM CABOOLTURE MICROLIGHTS

FOREWORD

The year 2006 has flown past. The club year started off with great enthusiasm but lost a little momentum half way through the year. Unfortunately we lost Peter Zammitt to a computer failure and then to top it all he was posted overseas. His newsletters were a credit to the club. It was disappointing that the navigation course also lost its way; started but never finished. John Cresswell's efforts are well appreciated.

On the flying side, it was a safe year, no incidents to report. However, this is the time to remind all pilots not to let complacency creep in. We are all flying in more challenging conditions than we did last year and as our experience grows, so should our safe flying awareness.

April saw the arrival of our XT Cruise 582. It was a challenging 9 hour flight from Newcastle. Chris Pfeiffer and myself piloted whilst John Cresswell's long distance experiences assisted in all departments. Peter Zammitt made up the delivery team.

Inglewood / Clifton and Tyagarah saw our



XT CRUISE 32—4582 APPROACHING MORETON ISLAND

Photo courtesy of Chris Pfeiffer

December 17 we had our delayed AGM attending by John Cresswell, Dave Marsh, Inge Flesch, Adam Silk, Neil Schaefer, Chris Pfeiffer and myself.

Apologies were from Bob Samuels and Peter Zammitt. In Peter's absence I have taken the newsletter baton. Neil Schaefer will continue as Safety Officer.

Graham Roberts is still looking after Hanger 91. So enjoy 2007, fly safe and have fun whilst doing so.

Derek Tremain

YOUR NEWSLETTER—YOUR VIEWS—YOUR COMMENTS

CABOOLTURE MICROLIGHTS

WHAT'S ON IN 2007

March 1—Issue No. 2 Caboolture Microlights Newsletter, please send in contributions

Put these weekends away in your diary:

March 10 & 11—Clifton Fly In

May 5 to 7—Inglewood

June 9 to 11—Caboolture Microlights Fly/Camp weekend

Other major events are:

March 20 to 25—Avalon Airshow

April 6 to 8—NATFLY

August 3 to 5—Bundaberg Airshow

October 28—Dalby Wings & Wheels

October 7—Caboolture Microlights AGM



QUICK CONTACT LIST:

John Cresswell—0423 206 708
Derek Tremain—0412 097 377
Inge Flesch—0417 813 984
Dave Marsh—0400 867 211
Chris Pfeiffer—0417 621 097
Graham Roberts—0407 020 549
Bob Samuels—0417 616 994
Neil Schaeffer—0408 586 848
Adam Silk—0418 733 861
Peter Zammitt—0411 267 394

PLEASE FIND ENCLOSED A FULL CONTACT LIST WITH EMAIL ADDRESSES AND DETAILED CONTACT NUMBERS WHICH WILL ONLY BE CIRCULATED TO CLUB MEMBERS.

HANGER 91

With the trikes now scattered around a few hangers, it is not always easy to get together. So once your flying is done, and bird packed away, put your head into 91 for a chat and a coffee and of course you will wash

SAFETY TIP

Carburettor icing with the dreaded consequences like engine failure resulting in emergency landings happens unexpectedly and without warning. Carburettor icing can occur in the float chamber or the venturi. The air temperature can be as high as 15°C. In our part of the country, high humidity and a temperature between 2°C and 15°C can cause icing to occur. Symptoms include a drop in RPM, eventually leading to roughness in engine running.

To solve the problem could be costly and difficult to achieve because what you need to do, is warm the air entering the carburettor. But what you can do, is ensure that there is no water contamination in your fuel. Here are a few steps you can take:

When purchasing fuel, use a fuel supplier with a large turnover

Use a Mr Funnel when refuelling aircraft

Drain fuel in pre flight checks and also after every refuelling

In the air, you can alter RPM's to try and clear icing in carburettor.

Always fly with enough altitude to land your aircraft safely in an emergency

I am sure you will all have your own views on this and there is plenty of reading material about to form your own opinion.

COMMUNICATIONS

Interesting websites

<http://www.pilotfriend.com/index.htm>

(This website covers all aspects of aviation including navigation, meteorology, flight planning etc etc.)

<http://www.bom.gov.au/products/IDQ60700.shtml>

(This website gives you up to date wind strength and directions around the Brisbane area. It is also handy to look back and see what the true wind speeds were on the ground when you were flying.)

<http://www.propcons.com.au/fly.php>
(Peter Pretorius web page, has plenty of interesting stories, links etc etc. Drop in and have a look.)

<http://recreationalflying.com.au/Forum/>

(This forum was mentioned at our recent meeting as a means of communication.)



AIRMANSHIP

Before starting your engine, give a loud shout "CLEAR PROP". It is good airmanship, even if you are still on the ground.

RADIO PROCEDURE

Most aviators are adopting the new radio procedures around Caboolture area. However, this entails numerous calls during circuit. So think about what you are going to say before you press push to talk. Wait for break in transmission to PTT. You may have to omit some of your circuit radio work. But let common sense prevail. So it is obvious that when the circuit is very busy, see and be seen and keep a very good look out. Adopting all give way rules and be prepared to go around if necessary.

MAINTENANCE DAY

Neil Schaeffer is planning to hold a couple of maintenance days, so if you have any tasks you need a hand with, or expert advice, come along to one of these days. Neil to advise next MD.

GORDON'S AIRSTRIP

Graham recently flew into Gordon's, it is now a one way strip in and out and should only be visited on a nil wind day. A fence has been erected across the old runway and is marked by tyres. There is not much room for error.

SEND ITEMS TO joderebulimba@optusnet.com.au

PILOT PROFILE

A big thank you to John Crosswell for his Pilot Profile. Please send in your Pilot Profile for inclusion in future newsletters.

It's what I do.....

I first got interested in planes in 1973 aged 10 when the prototype TriStar airliner flew into the airport near my home in the UK. My Dad was an engineer at Rolls Royce who had developed the engines and the plane did numerous low circuits of the city as a good will gesture. I was fascinated and soon started cycling to the airport at weekends and holidays (yes I was a plane spotter!) My first flight was in a Jodel when I was about 13 and I loved it. I later managed to fly in an Auster, Cherokee and, after I joined the Air Cadets, several times in Chipmunks. Interestingly there are examples of all these types still flying at Caboolture.

Although I retained my interest in aviation, I got distracted by motorbikes once I was old enough to ride them. I worked as a motorcycle courier for a while and also raced them for 4 or 5 seasons at various circuits in the UK, including Donington Park. Eventually the aviation bug bit me again in 1993 when a friend's wife bought him a TIF in a microlight. He hated it but I was sufficiently intrigued by his description to track down a local club and arrange a go. As I discovered later, the pilot was the current world champion and he certainly put the plane through its paces. In spite of this (or maybe because of it) I started having lessons.

I worked away from home a lot at the time and due to this, and the shocking UK weather, I only managed to fly occasionally. Nevertheless I bought a share in

a Pegasus XL 447 and managed to solo in 1995. After a change of job, I was finally able to concentrate on getting my microlight licence which I achieved the following year. My first flight as a qualified pilot was especially memorable as I had an engine failure just after take off – I managed a successful forced landing thankfully.

After 100 hours of sharing the XL, in 1997 I bought my own plane – a gorgeous Mainair Flash 2 Alpha powered by a Rotax 462. This was known as “Wiggy” (due to the registration) and over the next few years together we flew 300 hours all over England. A particular highlight was a 2 week tour in France. I'm not convinced that I would want to cross the English Channel with a single ignition engine these days and the return trip was particularly arduous. The headwind was so strong that we were actually overtaken by a cross channel ferry boat.

During this period I had an extended break from work to visit Australia for the first time. I hoped to rent a trike to do some flying but the only place I could find insisted I fly with an instructor. I figured that if I had to pay for an instructor I might as well make them work for the money so decided to do a 3-axis conversion course. I picked a school out of a magazine and, since I hadn't visited Queensland, I chose Tony Hayes at Watts Bridge. The Thruster probably isn't the easiest plane to do the conversion on but after a couple of weeks (and quite a few exciting moments visiting parts of the airfield planes don't often go to) I got the hang of it and was issued an Australian ultralight licence. I did later discover that Chris Brandon would rent trikes so I also managed a bit of flying in an Air Creation at his operation in Maitland.

Back in the UK, I lived over an hour from the airfield and was working more than 2 hours away but still flew as often as I could. Trips included Lands End, flying in the Round Ireland Rally and competing a couple of times in the annual Microlight Club Trophy competition. Eventually Wiggy was sold and in 2000 I bought a Aerial Arts Chaser – a tiny little single seat trike powered by a Rotax 377. I managed some “holiday” flying in Spain and West Africa (where there is a UK microlight school) and had been keeping current on 3-axis by flying an AX3 which I still flew even after I bought a CFM Shadow DD in 2001.

I thought having the Chaser & the Shadow was an ideal combination of planes but everything changed later that year when I met Jim Pearce and we began planning to circumnavigate Australia in trikes. As the Chaser wasn't suitable it was replaced by a Quantum 582 so that we would both be flying the same model of aircraft. Then, less than 3 months before we were due to leave, we both sold our Quantum's and ordered Mainair Blade 912's. After collecting “Golf Tango” from the factory I had 3 weeks to clock a few hours before it was loaded into a container & shipped to Freemantle.

The story of our trip around Australia has already been told in an article, a video and a TV program so suffice to say we covered nearly 7500nm in 165 flying hours over 3 months. We used nearly 1600 L of fuel and our average ground speed was 47kts. We did have a few scary moments but it was an awesome experience and the planes performed flawlessly. Of course the non-flying highlight was meeting up with an ex-girlfriend who is now my wife.

PILOT PROFILE

One “problem” of a trip on this scale is what to do afterwards. I enjoyed taking less experienced pilots on cross country trips (one friend came with me to the Scilly Isles) but it didn't really compare to the adventures we had in Australia. Jim felt the same so, inevitably, we started planning another expedition. The original idea was to fly from London to Capetown in South Africa but it proved impossible to plan a route without going through either very hostile countries or actual warzones. We decided that being shot at was probably a bit too much adventure so came up with a plan to do a circular tour starting & ending in Capetown. We used our trusty Blades again and I funded the trip by selling the Shadow.

Although the expedition was shorter than in Oz (“only” 100 flying hours in two months and less than 4500 nm) it was much more demanding. Travelling through seven countries meant getting permission from each countries equivalent to CASA. The eight border crossings each turned into a saga for entirely different reasons. We were both flying dual from Capetown to Victoria Falls as Jim's wife joined him and my



fiancé Jules flew with me. This meant there was no space for jerry cans and we had to get to Zambia in time for them to catch their flights home. We had headwinds for almost every leg and the slack in the schedule was blown before we even got started as the ship with the container on was over a week late. Welcome to Africa !

The girls made their return flights and we even had time enroute to marvel at the Sessriem sand dunes in the Namib

Desert and explore the Okavango Delta in a dugout canoe. The adventures didn't stop after the girls left – we stayed at a game reserve in Malawi, were stuck for days in Mozambique with the worlds most useless phrase book and nearly got arrested on returning to South Africa. Enough memories to last a lifetime !

Both trikes were sold in South Africa and, after spending Christmas and New Year in the UK in Jan 2004 I emigrated to Australia and married Jules. I ordered an XT912 from Airborne and spent almost the entire year without a plane waiting for CASA to certify it. The frustration was only relieved by those of you kind enough to allow me some air time in your trikes and by doing my instructor course back at Watts Bridge with Tony Hayes.

In the future, I would love to do another flying expedition if I manage to get the work / life / time / money balance right. Until then Australia is a big country and there are plenty of places I've not visited. Hopefully I will also be able to “put something back” into microlighting by being able to make more use of my instructor rating.

SAFE FLYING—John Cresswell



YOUR CLUB, USE IT AND MAKE IT GROW

TRIKES GATHERED AT CLUB COMPETITION