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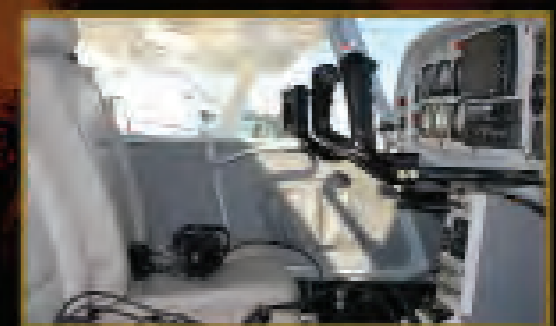


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Get Involved! Have Your Say! Send in stories, articles letters and photographs. Let everyone know what your club/school/group is up to. Make sure we all know when your fly-in is coming up. And don't forget to send us photos of the big day. All contributions welcome. Contact editor@sport pilot.net.au

WHAT IS RA-AUS?

Recreational Aviation Australia Inc is an association of recreational aircraft owners and pilots. It exists to look after the interests of more than 9,200 members across Australia. The members fly a variety of aircraft under 600Kg, some factory built, others built from kits, and some home built.

WHAT QUALIFICATIONS DO I NEED TO LEARN TO FLY?

If you are medically fit and physically capable, and you are above the age of 15, you can earn a pilot's certificate. You can actually learn to fly before then, but you can't go solo or get your certificate until your 15th birthday. And if you are under 18 years old, you will require written parental consent. Flying a recreational aircraft is not as complex or demanding as other types of aircraft. And once you have become a recreational pilot, it's a reasonably easy step to progress to more complex types, if you are looking for a career as a pilot. Holders of PPL, CPL OR ATPL licences who want to obtain an RA-Aus Pilot Certificate can undertake conversion training at an RA-Aus flight training facility. Every applicant must complete such dual training as deemed necessary by a CFI and, in any case, shall have not less than 5 hours experience, in an aeroplane registerable with RA-Aus, which shall include a minimum of one hour solo.

WHERE DO I START?

Call RA-Aus head office in Fyshwick in Canberra. The staff can help by telling you what's required and pointing you in the direction of the nearest flying school or club to where you live. Or you can call one of the board members listed here, who represent different Australian regions. They can answer all your questions.

FINDING THE CLUB NEAREST YOU

Email ops3@raa.asn.au



>> Cover Image photographed by Mike Rudd, Cubcrafters' Marketing Manager



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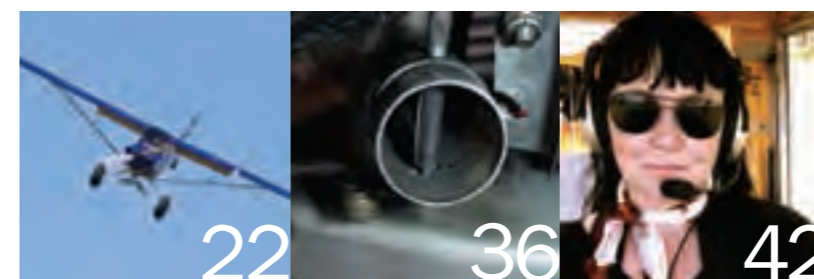
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**I remember
thinking to
myself "don't
panic"**

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President's Report

Eugene Reid



It is time to learn to fly and buy your own recreational aircraft.

If you need to fly, don't rely on someone else - fly yourself; the best way to miss the Chile volcanic ash clouds that are drifting over southern Australia as I write this report. These "clouds" are causing problems for the airlines, but not for small piston engine powered aircraft. One of the worst places to be affected is Tasmania. The passenger ship (Spirit of Tasmania) is booked out and with only Virgin Australia flying in, there are thousands of stranded passengers. The smaller airlines and charter companies are extra-busy and pilots with their own aircraft are flying themselves and their friends where larger jet aircraft fear to go. A slight stretch of the truth, perhaps, as we don't fly at the height of the ash clouds. But below ten thousand feet in the air that we use, we don't have an ash cloud problem. At the altitude that jet engine airlines need to fly to be fuel efficient, preferably above thirty thousand feet, is where the ash clouds are residing. All of the Recreational Aviation Australia members reading this magazine know the importance and enjoyment of flight, but if you are a new reader of a friend's magazine, or have just bought this magazine off the shelf at your local newsagency, then you need a Recreational Pilots Certificate.

That's right - you can be a pilot and fly the types of aircraft that you can see pictured in this magazine. There is no better or more affordable way to fly. We have a couple hundred flying schools situated around Australia, waiting to teach you. So many people look at aeroplanes, admire them, love watching them fly, but think that only special people can become pilots. They think that even if you were a special person, you would have to be rich to afford to learn to fly. With Recreational flying this is not the case. In last month's magazine there was a perfect example - the story of Lyn Best, part time school teacher, single mother of three, learning to fly. This shows that if you want to fly you certainly can. Stop thinking about it, find a flying school and have a Trial Instructional Flight (TIF). You will receive a

temporary student pilot certificate, take to the air with a qualified flying instructor and experience the freedom of flight. Under your instructor's guiding hands, you will enjoy the exhilaration of exercising the rights of your student certificate. You will be flying the aircraft under instruction from the very first flight - don't be worried about flying, just enjoy. You will be under the guidance of your flying instructor, who will have his/her own set of controls to guide you, as all training aircraft are equipped with dual controls.

This is the second edition of Recreational Aviation Australia's newly named and edited magazine, Sport Pilot. There were a couple of minor problems with the first edition. Brian Bigg, our editor, informs me that the last magazine was 75% on the mark; this one will be 90% and the next one will be perfect, if such a thing is possible. Most of the members that I have spoken to have been pleased with the new style of magazine. Admittedly, there have been a few written comments of displeasure and a small number of advertisers were not happy - my apologies to them. I ask for your patience while these problems are fixed. Our editor asks: please don't throw stones until after the next edition of Sport Pilot, which will be magazine number three.

We are aiming for a magazine that will sell at the newsagency, with more sales to new people, potentially new pilots. I have been into two newsagencies since Sport Pilot hit the shelves and it certainly stands out more than the previous Recreational Aviation magazine.

RA-Aus (Recreational Aviation Australia) Website. Our website is having a major rebuild to be more attractive, useful and most importantly easier to navigate. I have just been sent an update on the new homepage that looks good and is easier to use, with extra features including a video gallery. The secondary pages are being worked on and I hope our new site is operational by the time that you receive this edition of Sport Pilot.

RA-Aus are here to help you to start, or to keep on, committing aviation.

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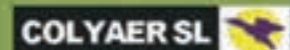
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calendar of events

Annual Drifter Breakfast

17 July

At the home of the Flying Tigers - Boonah Airfield. All aircraft welcome (Aircraft other than Drifters / Fishers will be given honorary Drifter Status for the Day.) Because of the 'unusual' cruising speed of Drifters, breakfast (\$5) will be held open until lunchtime. Free "REAL MEN FLY TAILDRAGGERS" sticker given to each pilot attending. For more information Dave Tonks 0438 463 601, - 07 5463 5116 or davidtonks@bigpond.com



AAC Qld Aerobatic Practice Weekend

23-24 July

Watts Bridge, QLD.
Australian Aerobatic Club QLD Chapter Monthly Competition & Judging Practice Weekend, including a social evening for those wishing to stay late or camp over on the Saturday Night.
For more information Tracy Hearne 0419 715 332 or visit <http://www.aacqld.com.au/>

Betoota Races

26-27 August

A family oriented country race meeting. Friday night dance. 6 event race meeting Saturday. Charity auction. Meals and refreshments including breakfast until Sunday. Camping only, hot and cold showers available on course. For more information Bev & Geoff Morton (07) 4656 3250.

Wide Bay Australia International Airshow

19-21 August

The Airshow rediscovers the performance of the barnstorming days. Three days of aviation excellence, showcasing Australia's leading performing pilots, vintage aircraft and aerobatic displays. Keep this weekend free, so you can come and be entertained. For more information www.widebayairshow.com.

Festival Of Flight 2011

27-28 August

Caboolture, QLD.
Please note the venue change this year .
For more information : Craig Justo 0407 740 734 or visit <http://www.qvag.com.au>

AAAA Tiger-Moth 80th anniversary fly-in

29-30 October

Leeton Aviator's Club. Contact Bob Rankin 0427 552 846.

Horsham Aero Club Rescheduled Fly-In and 50th club anniversary celebrations

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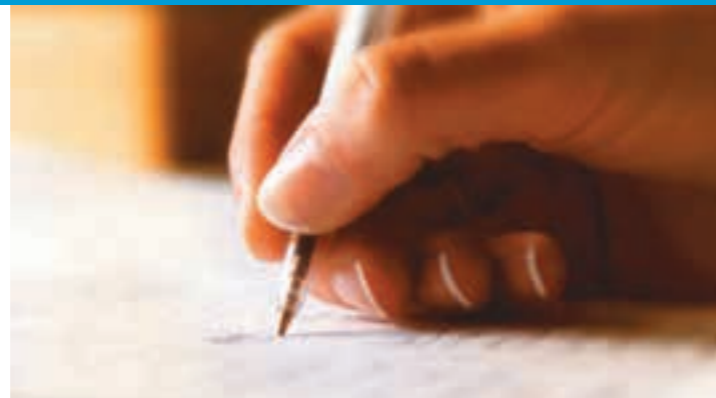
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Something to say?

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Letter of the month

Tizzard on hazzard

STEVE Tizzard's thought provoking article, ('Back to the Future', 'Sport Pilot', May-June 2011), statistically validated the lack of safety awareness and planning skills that have been the undoing of far too many pilots. Particularly telling, (and in fact the potential basis for deep cogitation), is the argument advanced that whenever we talk about a pilot killed in a flying accident we should keep in mind the deceased called upon the sum of all knowledge and skill absorbed over time, this leading to a judgement, in retrospect a life or death decision, one that proved faulty.

An excessively vivid imagination is not required to picture, in extremis, the starkly graphic scene of lives hanging precariously, horrifically, in the balance.

I read Steve to contend that, in the main, tragic outcomes should be put down, not so much to sheer stupidity, as to insufficient input into a pilot's education. In other words, more attention needs to be given to the person sometimes stigmatised as 'an accident going somewhere to happen'.

In the case of those who have indeed paid the ultimate price, the article concludes with the implication that every instructor, every supervisor or contemporary who could have and didn't contribute to the improvement of the deceased's store of knowledge or skill is to some degree, however minute, culpable. On that, though the jury could be out for quite some time, the moral obligation remains that we be diligent and responsible and never ever guilty of paying lip service to any of the practices, precepts or codes articulated and refined by countless wise heads to ensure our survival individually and as a significant, (and privileged), sub-set of our species.

- JD Williams, Cambridge, Tasmania

Ed- JD's letter has been chosen as this month's Featured Letter to the editor. For that, he wins a two night stay at the fantastic Russellee Bed and Breakfast at Tumut in New South Wales, courtesy of Dorothy and Tony Clee. For more information www.russellee.com.au. He can take the prize whenever he wants depending on availability.

And because he was the first winner, Sport Pilot will throw in dinner for two for JD and his selected other person during his visit to Tumut.

For your chance at a great prize every month simply email editor@sportpilot.net.au with your opinion on any subject under the recreational aviation sun.



GREAT PRIZE Letters to the editor Adels Grove, Qld



THE star letter next edition wins 1 night's dinner, bed and breakfast for 2 people to the value of \$240 at Adels Grove, in outback Queensland.

Adels Grove Camping Ground is an eco-sensitive tourist park on Lawn Hill Creek, located 10 kilometres downstream from Boodjamulla (Lawn Hill) National Park.

The resort is an oasis retreat for the dusty, tired traveller: a perfect place to refresh, relax and recover. You can catch Baramundi just metres from your tent site or lie back and watch cool water meander through the park, or try canoeing, which are available for hire.

Staff at Adels Grove operate tours of the surrounding Boodjamulla (Lawn Hill) National Park as well as the World Heritage Listed Riversleigh

Fossil Fields. Just 10 kilometres away is one of Queensland's most scenic National Parks, Boodjamulla (Lawn Hill). Bird watching is always rewarding. The rare and beautiful Purple Crowned Fairy-wren can often be seen among the pandanus lining the river.

Airstrip Co-ordinates: 18°42' South, 138°32' East (WAC 3220), 1130 metres, 05/23, 429ftASL.

The prize is for two people. Bookings are dependent on availability. You can transfer the prize, but whoever is going, has to get themselves there and back at their own cost.

The winner will be decided by the editor and no correspondence will be entered into.

For more information <http://www.adelsgrove.com.au>.

Feedback

The good, the bad and the ugly

WE received lots of great feedback from members after the first edition of Sport Pilot magazine. As well, the Internet forums had a healthy discussion about the changeover too. Here are some of the opinions you offered on Recreational Forum. (de identified)

Yep, ads, ads and more ads.

- Deskpilot

Ed- After seeing your comment, Deskpilot, we went back and counted up the number of ads in the edition before the changeover, April (88) and the first edition of Sport Pilot (72). So we actually had quite a lot fewer ads than before.

What we do differently is group the ads so they don't interfere with the smooth flow of each story. In the past, you often had to flip page after page to read a story, because the editorial made room for the ads. We do it the other way around so you get to read an interesting story, where possible, all in one go.

The magazine is also one of the few ways for recreational aviation companies to let us all know what products and services are available. They all have to be allowed to advertise if they want. How do we tell a company selling a new recreational aeroplane that they are not allowed to advertise? We can't really. We have a responsibility to the industry.

Also, the prices are set so that most companies, even the small ones, can afford to advertise regularly to give them the best possible chance to attract customers, i.e you and I. That's how we grow the sport.

Also, under the new arrangement, the board pays a much lower fee

for the magazine than before. It still costs the same to make, so the difference has to be made up by efficiencies and advertising. But it's an example of the board looking to save members' money. It's no different than watching commercial television.

Received my mag yesterday, very, very disappointed. It is called SPORT PILOT. Who's idea was that? The SAAA covers this category we are Recreational Pilots which covers a much broader range, we are members of Recreational Aviation Australia and that's what the magazine should be named. The membership decided by majority what our organisation should be called, so why weren't we asked about the name of our new magazine??? As far as the new mag is concerned I believe that it is not as good as our previous one. The Members Market photos are terrible because in an effort to save space, aircraft photos have been cropped heavily both top and bottom with wings being clipped and undercarriage completely missing. I could go on and on about other, what I believe are failings, but I will leave other contributors to fill in those gaps.

Not happy Jan.

- AM.

Ed- The board made the decision on the name, AM, after considering a large number of alternatives. It was felt that the previous name of the magazine (which was the

same name as the organisation) was not strong enough a brand to attract attention in a crowded marketplace.

The board also considered it was not wise to reveal the shortlist of names being considered to prevent someone squatting on the Internet address or registering the name and demanding a large fee for it.

Regarding the Members Market photos. They were cropped too heavily. And design changes have been made for this edition, which you'll notice if you flip to the back.

.....like an orphan from an uncertain parentage.....hopefully... we will love it any way...

- cficare

Ed- Unlike in the past, we want to hear from you all the time. The only way the magazine reflects, entertains and informs the members is if it stays relevant.

It is already 8 pages bigger than it was before and plans are in train to take it up another eight or 16 pages as soon as the budget allows.

The magazine is also a higher quality paper than it was before. All these are designed to give the readers more bang for their buck... if you pardon the expression.

I like the new format and name far better, it makes the organisation seem a lot more vibrant and interesting and the simple large name is easier to see and remember. Overall the cover at

least is a LOT less daggy than the old version, it's something that might make other people on the train think 'that looks like an interesting magazine'. The articles were a lot more interesting than usual too in my opinion. I haven't read the mag for the past few months because I was getting tired of endless stories of 'we went here, we went there' etc which can get a bit repetitive, I liked the inclusion of articles such as how to photograph your aircraft.

- DarkSarcasm

Ed- It will still have travel articles from time to time, because we are all looking for new places to fly, places to stay, and things to do and see. However, things will be in more balance than before and, hopefully, a better read for you.

I like the name, as far as using the mag to recruit new pilots it's a definite winner! RAA needs to shake off the "Uncle Ted in hisshed" image.

- fly_tornado

Ed- Uncle Ted might not like being shaken off.

Got mine today, a few comments:

1 - To be honest comparing this magazine to the last RAA one, at a newsagent I would be more likely to pick this one up and purchase it. The title up the top is eye-catching and the "An official publication...." is quite visible

2 - Not sure about the name sport,

letters to the editor

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The good, the bad and the ugly

to me it has connotations of competition and such, but the cover image and text kind of negates this

3 - The many advertisements seems to blend in with the content of the magazine. While I don't mind ads because some of the aircraft are just plain interesting to look at, there needs to be some separation. Perhaps have all the full page ads with a small white border like the one around the aerosport ad on page 2

- JakeF
Ed- The board was very specific in what it wanted in a front cover and title design. It wanted a sense of fun and a less than serious approach, after all RA-Aus is not made up of a group of Qantas pilots, but a group of pilots who fly for the joy of it. It did not want a front cover that looked like it had spent most of your membership fee on the magazine, nor did it want the cover to look too corporate.

It had to be eye-catching, fun and a good strong brand which would sell it on the newsstands.

I reckon the change in name and style is a good move. If we have the mag in the newsagent (and I think we should) let's market it properly and make people want to buy it. It's possibly the first point of entry for potential new members...it was for me. Look at the posts above from those who like the name change...many are from the younger demographic. They are our future.

Ads...everybody hates them. But they help pay for the magazine. Again...look through the eyes of a newbie. When I bought my first RAA mag, and looked at the ads, I was STAGGERED by the range of wonderful stuff you could buy. So much more than in the GA world. I was drooling by the end of the magazine. Never underestimate the power of advertising!

- Powerin
Ed- That is also one of the reasons the front cover looks like it does, Powerin. The board wants it to act as a door to new members, to attract people who may not have considered recreational aviation as a sport. It has to

stand out in the newsagents. It has to be attractive to young people, not just to call us older moustaches. That's where the growth of the organisation will come from.

Apart from the debate over name change, I have my copy now and apart from some silly cropping, I like the new edition so far, I think that since this is the first edition, we need to give the editor till the next edition to improve the content and see what the magazine will look like into the next editions. I think this one was published under a very tight time frame was it not after all nothing on the Natfly meeting of members so far.

- DI
Ed- We think we hit about 75% considering the uphill climb we faced. Next edition we are aiming at 90% and by the third edition, you can throw rocks at us if it's not perfect. (*please don't throw rocks at us)*

Still have not received my copy (email sent to editor on subject) however it attracted my eye on newsagents rack today thus that has been a success. Had a slow flick and my general view was a good first effort at least at the standard of the previous offering EXCEPT for Members Market photos.

- Heon
Ed- Because of the timing of the contract change over, the first edition was never going to get out on the first of the month. We've brought the deadline forward a week for the second edition and another week for the third. So hopefully by then, you'll have in your mailbox at the start of the month even in north Queensland, which we are told is apparently always slow to get the mail.

Overall, the reaction was constructive and very helpful from most people. No one, especially pilots, like change. We are notorious for it. But with your continuing help and comments, Sport Pilot magazine will continue to grow and improve and be a source of pride for our Ra-Aus.

Brian Bigg
Editor

Something to say?
Email editor@sportpilot.net.au



Save Jaspers Brush Airfield

PETITION

THE Shoalhaven region is marketed to the country as a tourism hot spot. Despite this, the area is lacking in recreational activities.

Recently, certain parties have embarked on a campaign to have the airfield closed down.

Jaspers Brush airfield has been home to the South Coast Recreational Flying Club since 1975, providing top quality flight training and aircraft hire to any member of

the community.

The arguments are ludicrous and are completely self serving to the complainants, a small group of people with not much better to do than to stop people having fun.

Have your say now. Let's stop these people destroying a 25 year history of flight training and fun.

For further information, and to sign the petition, go to: <http://scrfc.com.au/save-jaspers-brush-airfield-petition/>

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A seaplane perspective



Jindabyne Aero Club Open Weekend

JINDABYNE Airfield nestles in the Snowy Mountains just above the township of the same name and less than 3 kms from beautiful Lake Jindabyne. It's the perfect place for amphibious seaplanes. The air is clear and cool, the water fresh and plenty of it. No need to wash salt water out of the aircraft after a day landing on the lakes in the Snowy Mountains.

During May, the Jindabyne Aero Club hosted an open weekend which included the opening of a satellite flight training school for both land and seaplane training. The school uses Jabiru J120, J170 and J230 aircraft for land lubbers and a brand new Foxbat Amphibian for seaplane endorsement training and Trial Instructional Flights.

The plan was to fly up to Jindabyne from Cooma (Polo Flat) on the Saturday morning but the weather had other ideas.

The weather was not suitable for any type of flying. The 45 kt winds at 5000' were forecast and turned out to be. It was always going to be an interesting

day because snow was on the ground with more expected during the day.

However, the weather on Sunday was absolutely perfect for all types of flying including seaplane operations – and the big crowd which turned up got a rare treat.

At least 30 aircraft of all shapes and sizes turned up.

The Foxbat Amphibian conducted nine Trial Instructional Flights during the day which delighted all the prospective seaplane pilots and plenty of onlookers at both the airfield and on the lake. Three of these people have already signed up to continue their seaplane training.

Seaplane endorsement training and TIF's are now being conducted on weekends and by appointment during the week all year at Jindabyne to enable more people to experience the freedom and joy that landing on the water can provide.

For more information visit www.seaplanesaustralia.com.au or contact Richard directly on 0418 251 163.

>> The Foxbat amphibian conducted 9 Trial Instructional Flights throughout the day



Oz Runways - Rowan Wilson



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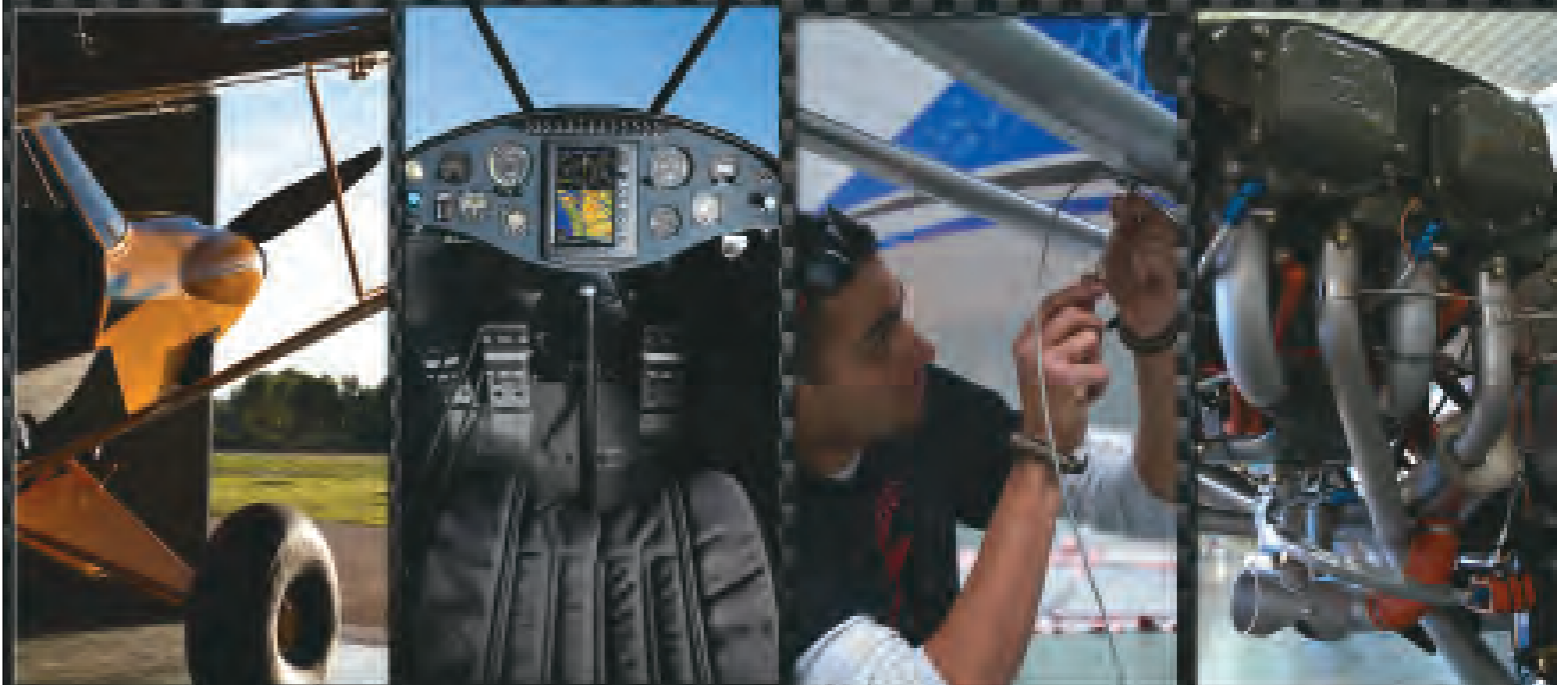
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It's all about Attitude

By Joel Haski

TAKING off one day I had only just got airborne when I noticed the airspeed indicator was still only showing 40kts. It did not move regardless of what I did with the aircraft. After the initial shock of realising the airspeed indicator was not working I set about getting the aircraft back on the ground.

I remember thinking to myself "don't panic". The engine was still running and seemed to be delivering power. This had to be an instrument or pitot problem. I remembered being taught that POWER + ATTITUDE = PERFORMANCE (Pr + A = Pf) and now I was seeing just how true this formula was.

I continued my climb to 1000ft being careful to set my climb attitude accurately, power was set to full throttle and despite only showing 40kts IAS, I was still getting my 800fpm rate of climb, Pr + A = Pf was working.

Once at 1000ft, I turned downwind and informed the tower I was making a circuit and returning to base instead of departing to the training area. They immediately asked if I was "Ops Normal". My reply was considered; I stated I had an ASI failure and would make a normal approach and landing. Tower offered emergency services but I declined. All the while, I was talking to the tower, I was carefully setting my level attitude and 2500 rpm. Very predictably the aircraft levelled off as shown by the altimeter and VSI and continued to fly normally.

Pre Landing checks completed, I was ready to turn base. I pulled the power back carefully to 1500 rpm and started a level turn. As the attitude increased, the feel of the stick was starting to tell me it was time to lower the flap to the first stage. I was sure I was in the white arc despite not being able to see it on the ASI. With flap lowered, I set the descent attitude and fine tuned the power to set 1500rpm accurately. As if on rails, the aircraft descended across base. I checked my mid base angle to the

runway and it all looked and felt very familiar, Pr + A = Pf was still working.

Turning final, I lined up on the centre line and put my aim point on the numbers. Cleared to land by the tower, I just had to do it.

At 300 feet, I lowered full flap and continued aiming at the numbers. I could feel the speed washing off as I approached the threshold, the stick became lighter in my hand, the wind sound started to diminish. I remember thinking how familiar this all was, I had been here so many times before.

Once over the runway, I closed the throttle and levelled off. As the main wheels touched down, I was conscious I had not looked at the ASI since turning base. Power and Attitude had got me back on the ground without incident.

It turned out a bee had flown into the pitot tube and managed to block it. Once it had been de-bee'd, the ASI worked perfectly.

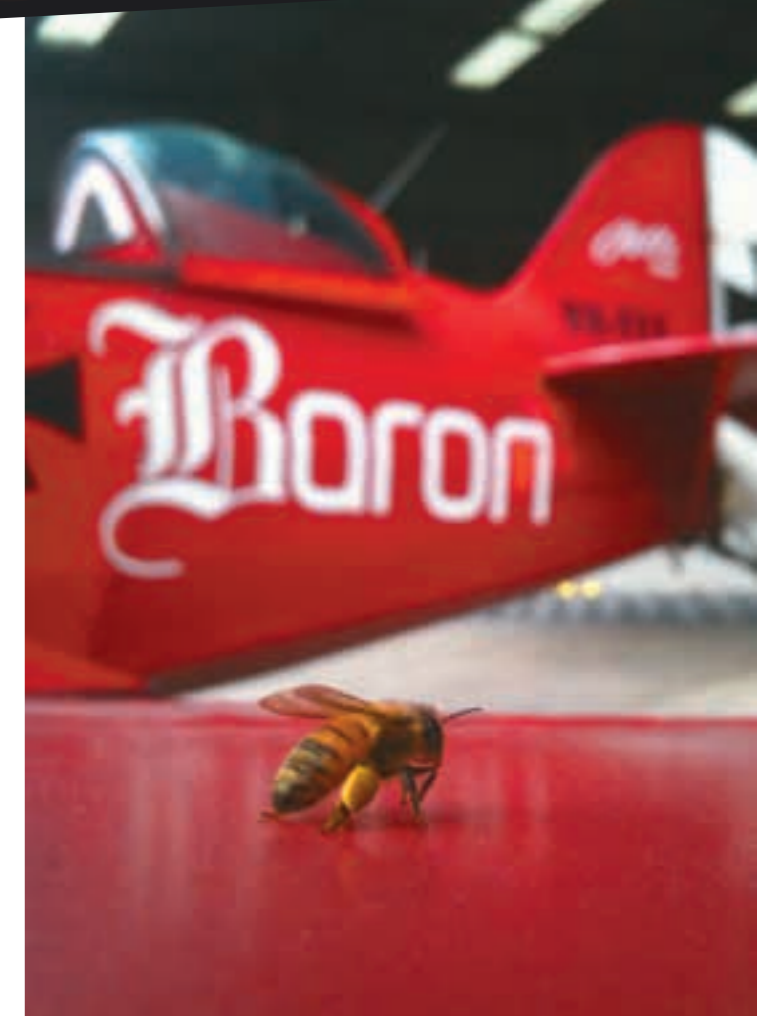
As you become more experienced, you start to use all of your senses to feel what the aircraft is doing. Performance is not just reading the instruments. It's felt in the stick and by the sound the aircraft makes at different speeds. You really start to notice these things more as your brain becomes more relaxed when flying.

I recently saw an episode of Air Crash Investigation in which an airliner was brought down because the de-icing crew covered over the static ports. The crew forgot to remove the tapes covering the ports. As a result, the instruments were not giving the information the

pilots were expecting. According to the show, after taking off at night, the pilots chased the performance of the instruments until they completely lost control of the aircraft. The artificial horizon was still functioning normally but the altitude indicator and airspeed were all over the place.

Power + Attitude = Performance.

I wondered why the pilots of the aircraft had not used this simple formula which is taught to all pilots. Could this have saved all the souls on board that night? I remembered my experience and was glad this simple formula had been drummed into me so well.





Pilot talk

Zane Tully

Assistant Operations Manager

Can a recreational Pilot Certificate holder fly a RA-Aus registered aircraft into controlled airspace? The short answer is NO.



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NATFLY 2011 was the first NatFly I have attended and I loved it! It was a resounding success and thoroughly enjoyed by those who participated.

It was a busy time for all involved in the planning, organising and execution, nonetheless I found myself humbled by the dedication, commitment and professionalism of the volunteers. I feel privileged to have participated and worked alongside all who selflessly dedicated so much time and effort to their fellow members.

I also wish to congratulate the members and pilots who participated, for their efforts in preparation and implementation. Observing the membership come together and work in harmony for the success of such a major event confirms how strong our organisation is as a whole. Congratulations to all.

Aircraft Radio Call Signs

Having spent a considerable amount of time listening to VHF radio transmissions at various airfields and fly-ins of late, I feel compelled to remind pilots of their obligation to identify themselves correctly as part of their radio broadcasts. The relevant section of our Operations Manual to which I am referring is section 4.02 (Recreational Aircraft Radio Callsigns).

This section states the requirement to announce your aircraft type and all FOUR (4) of the last digits of your registration number. Aircraft type is typically the aircraft manufacturer e.g. Jabiru, Tecnam, LightWing, Pipistrel, Flight Design etc or in some cases the model e.g. Sportstar, Foxbat, Gazelle. The use of four (4) digits identifies a registration specific to an individual aircraft. Using only the last three digits potentially creates up to six different variations of aircraft registrations and is therefore not specific or compliant.

The limitations of our short term memory were discussed in our Human Factors training. Remember, you have recited and heard your own call sign many times and have converted that particular sequence of numbers to your long term memory. Other pilots have not had that opportunity, so remember to broadcast your call sign in a clear, methodical way to assist

others (like me) with their short term memory limitations.

Controlled Airspace (Part 1)

Doesn't this subject come up a lot? I would like to put this topic into a context that we can all understand and pass on to others (accurately!). Wouldn't life be so much simpler if we had just one rule for each occasion, but alas, life is not like that; there are always exceptions to the rule!

I would like to start with the simple answer to the question: "Can a recreational Pilot Certificate holder fly a RA-Aus registered aircraft

referred to in these examples meets the minimum requirements under the legislation. To begin with, my reference to a RA-Aus registered aircraft will be one registered as described in section 7.3 (a), (i) & (ii) of CAO 95.55. To keep things simple, a certified factory built aircraft and engine can carry a registration prefix of 24-XXXX, 25-XXXX, 32-XXXX or 55-XXXX. The aircraft is also fitted with a working VHF radio and a (tested correctly functioning) transponder.

Exception #1: I just hesitated momentarily as I tried to get my head around just how long this article was going to be; trying to explain these

exceptions!!! It would be easier for me just say "no entry into controlled airspace in RA-Aus registered aircraft", but the fact is that some of our members have come over from GA (or have gone on to obtain a CASA licence) and therefore may hold all the necessary endorsements under their CASA Licence to fly into controlled airspace in VH registered aircraft. So, our first exception to the 'rule' is: if the pilot in command of a recreational aircraft is both a current RA-Aus Pilot Certificate holder AND a PPL (or higher) licence holder with a current Class 2 medical (minimum) and is current with respect of their AFR (GA Aeroplane Flight Review) and holds the appropriate airspace endorsements then, they can request an airways clearance. In other words, if the PIC was able to legally fly a VH registered aircraft through the same airspace on the same day using their CASA licence then they are permitted to request an airways clearance as PIC of a RA-Aus registered aircraft (again, so long as their RA-Aus Pilot Certificate is also current).

And wouldn't you know it; just as I have started to get into the meaty bits, I must conclude part one of my discussion on Controlled Airspace. Part two will discuss other exceptions and limitations to (hopefully) help develop clarity on a subject that appears to be the most misunderstood. For now I will leave you to absorb the main exception (#1 above), so until the next issue of Pilot Talk, I would like to draw your attention to paragraph 7.3 of CAO 95.55 which is relevant to this subject.



into controlled airspace? The short answer is NO. Recreational pilots must plan their flights to avoid all types of controlled airspace including active restricted airspace. We are not permitted to enter and therefore we should not be requesting an airways clearance. OK...now I concede that there are some exceptions, but let me be very clear that if you have any doubt about the exceptions then the previous answer applies. Now that we know what the 'RULE' is (no entry); let's now look at the 'exceptions to the rule'.

Before I do, I would like to point out that the



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By **Kreisha Ballantyne**

The number 1 question:
How fast does it go?
Answer: 123 knots = Max speed

The number 2 question (and much more fun):
How slow will it go?
Answer: 27 knots = Stall with wings level, full flaps

- Stephen Buckle, CubCrafters

Of course, my first question was: "When can I fly it, please?"

At Natfly 2011, my question was answered. There, among the mostly white, mostly traditional aircraft - standing out like a lion on the plain - was the innovative Carbon Cub. With its enormous wheels, lightweight carbon fibre interior and scaled-up fuselage, it took but a glance to know this would be a fun aircraft to fly.

The Carbon Cub SS is a thoroughly modern, high performance aircraft even though it takes the superior basic design of the Piper Super Cub. CubCrafters has reinvented that iconic aircraft, using 21st century materials and com-

puter-aided design technology. It weighs around 110 kgs less than the Super Cub, yet it lugs a mighty 180 hp engine.

The Carbon Cub SS keeps the weight down by extensive use of carbon fibre components.

It results in a mighty climb rate (sea level) of 2,100 fpm (compared to 650 fpm for a 172). According to Stephen, no other RA-Aus registered aircraft takes off or lands in a shorter distance, with better low speed etiquette.

In order to achieve such impressive specs, CubCrafters worked closely with Engine Components International (ECI) of San Antonio, Texas, on the CC340 engine to create a modern ver-

sion of the ubiquitous Lycoming designs which have successfully powered Cubs for decades. Improvements include dual electronic ignition - banishing heavy magnetos - and lightweight accessory components.

The result is an engine which weighs less than 115kgs, yet is rated at 180 horsepower. At cruise power, fuel consumption is as low as 19 lph.

I was in the fortunate position of having my brief delivered by technician, Bryce Hughes, who has been closely involved in the design and engineering of the aircraft. Bryce was visiting from the US to demonstrate the CC. He spoke excitedly about the air-

craft's development and its place in the market.

"We took on board people's complaints and drawbacks about the Super Cub and focused on cabin comfort. We modified the seats, made the cabin 4 inches wider, gave it optional toe brakes (which are sensitive in a way the Super's weren't) and 3x3 landing gear.

Not to mention a top notch panel, with various options starting with the very basic analogue, through to full glass."

Comfortable it is. And roomy. Because I am under-endowed in the height department, my first concern was how to climb while staying elegant, given the delicacy of the carbon fibre parts.



>> Previous page, Bryce at the Cubcrafter's Hangar, and below, the basic analogue dash and the executive glass panel



Bryce showed me the steel tubing onto which I could grip, and with a four inch wide door sill, entry turned out to be easy. The interior was truly cavernous, compared with the aircraft's older sibling.

With the panel sitting four inches forward of the old design (visibility over the nose in flight is excellent) and a number of available seat configurations, the aircraft caters to the full range of modern heights and girths.

Apart from the original very strong undercarriage, the new design is considerably different. The airframe still uses a chrome moly tube structure, but with far fewer parts; only the load bearing components remain. The floor pan, cowls and spinner are all now carbon fibre. As well as replacing the heavy magnetos, CubCrafter has modified the sump, re-engineered in a light alloy. The engineering focus is definitely on the fine balance of reducing weight while maximising strength - without compromising performance.

The back seat was equipped with a hammock seat so comfortable I may have been tempted to have a snooze, had the panel not been so exciting. This model was appointed with the Executive glass panel: a Garmin GDU 370,

a Dynon D-180, Garmin GTX327 transponder and Garmin SL40 VHF Comm transceiver. Deluxe and Performance VFR packages are also available.

After a tour of the panel, Bryce pointed out some type-specific features of the aircraft: the location of the flap handle (hinged, in the upper part of the left wing), the electric trim (on the stick, activated by a rocker switch).

Bryce also pointed out the absence of a trim indicator, and made sure we sighted the elevator before take off to confirm the tab was neutral. The fuel quantity indicators are clear gauges in the wing root. A fuel selector lever allows flow from left, right or both, as controlled by the pilot.

The aircraft comes with standard fitted vortex generators on top of the wings and on the bottom of the horizontal stabilizer. The VGs raise the critical angle of attack and lower stall speeds, shortening takeoff and landing rolls. In addition, four-point AmSafe seatbelt harnesses with airbags are fitted. The combination of extremely low stall speeds, shoulder harnesses, airbags and wing fuel tanks are important safety enhancements for an aircraft designed to operate in remote areas and on rugged strips.

Thanks to ECI, the traditional mag drop is nowhere to be seen during the run-up. Instead, a pair of red lights on the panel highlight the active ignition.

And then, we were off!

Using one stage of flap for a short-field departure, we were airborne in what seemed no more than two lengths of the aircraft. I'm not sure we rolled much at all, because we seemed to be instantly in the air, climbing out at a breakneck rate which Mr Garmin confirmed as 2100 fpm. We didn't break the record take off roll of 19 feet (in Alaska, last year) but I swear, we weren't far off.

My first impression, after having recovered from the awe of the climb, was the lightness and controllability of the aircraft in flight.

Bryce was keen for me to

experience the slow flight characteristics, powering right back to demonstrate the stall. There are benign affairs in the Carbon Cub. They take place at an unbelievably slow 30 knots and fall below 28 knots with flaps. They're preceded by mild aero-

dynamic buffeting about three knots before the break. Ailerons are crisp and effective, and recovery is standard.

No ma'am. You did that one on your own.

After a series of steep turns, with Bryce demonstrating the standard high wing technique

of lifting before a turn to check for traffic, we headed back for a few circuits.

Now, while I do have a tail-wheel endorsement, I have mostly flown low performance tail-draggers, and was not super-confident about bringing this one

into land. The first shock was realising just how fast I was zooming through the circuit. Once I slowed the Cub down, however, it behaved beautifully. Bryce advised me to fly it on the numbers, and we crossed the threshold at sixty,

with a passable touch and go, to return to circuit height in less than a minute.

Reining it in once again - it just wants to FLY! - we flew a few more circuits then came in to land. Thanking Bryce for helping me out with the landing, he replied "No, ma'am. You did that one on your own". I spent the rest of the day beaming the smug smile of the satisfied pilot.

While the Carbon Cub certainly isn't an 'everyman' aircraft - after all, it's a tail-wheel with tandem seating - its high performance and short field capabilities certainly make it a bush pilot's dream machine. The price - starting around the USD165,000 mark - is high for the category, but then, the Carbon Cub is in a class of its own.

Specifications (Carbon Cub SS)

Performance

Maximum speed: 123 kn; 227 km/h (141 mph)
Cruise speed: 100 kn; 190 km/h (120 mph)
Stall speed: 27 kn; 50 km/h (31 mph)
Service ceiling: 17,999 ft (5,486 m)
Rate of climb: 2,100 ft/min (11 m/s)
Wing loading: 7.37 lb/sq ft (36.0 kg/m²)
Thrust/weight: 7.33 per hp

General characteristics

Capacity: 2
Length: 22.75 ft (6.93 m)
Wingspan: 34.25 ft (10.44 m)
Height: 9.25 ft (2.82 m)
Wing area: 171.9 sq ft (15.97 m²)
Aspect ratio: 5.2:1
Airfoil: USA35(B)
Empty weight: 932 lb (423 kg)
Gross weight: 1,320 lb (599 kg)
Fuel capacity: 24 gallons
Powerplant: 1 x CC340 Horizontally opposed piston engine., 180 hp (130 kW)
Propellers: 2-bladed CATTO composite propeller

All new aircraft are fully assembled at the factory then thoroughly flight tested before being partly dismantled and packed into a 40 foot shipping container. Two aircraft will fit in a container. Shipping can take up to 2 months. Unpacking and re-assembly at Tyabb plus the paper work for LSA certification in Australia and flight worthiness checks can take about 4 days. A check flight will then complete the process. You are then able to collect the aircraft and fly it back home.

For more information on the Carbon Cub, go to <http://www.cubaircraftaustralia.com.au/>

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DEB WAGNER: There was a light chill in the Queensland air. Which meant Natfly 2011 was approaching; it was time to dust the cobwebs from the WAC charts and head off again.

Ever since Ian and I bought our Flight Design CTLS, two and a half years ago, we have followed with interest the travels of the CAGIT. We've toyed with the idea of collecting it ourselves but, unfortunately, until now, our plans never quite gelled.

This year we checked on its location early in the year and saw it resided in Lethbridge (YLED). That made for some interesting possibilities. We could fly from Gympie to Lethbridge and claim the trophy, then continue down to Flinders Island and along the north coast of Tassie before returning north via the Grampians to Temora for Natfly over Easter.

With planning well underway, we tried to contact Michael Pendergast, the holder of the trophy, and then discovered with surprise it had moved. Diana Jemsen had claimed it and it was now in Murray Bridge (YMBD).

There is nothing like flexible planning. We would still do the Tassie leg, then continue along the south east mainland coast to the mouth of the Murray, up to Murray Bridge to claim the trophy and across to Temora via the Grampians for Natfly. A phone call to Diana sealed the deal, we arranged a day and time to meet in Murray Bridge.

We left Gympie (YGYM) and spent our first night in Griffith and the next in Tyabb. We were ready to cross Bass Strait the next morning.

But the best laid plans of mice and men often go astray when dependent on weather. The skies were blue but the forecast was not favourable, so with great reluctance and, in hindsight with great wisdom, we headed south-westwards from Tyabb instead. That day was the day Melbourne had its wettest day for more than 40 years, thanks to two low pressure cells forming directly on the route we would have taken.

Port Fairy and Robe were two beautiful places at which we stopped. We now had time to kill before our appointment with Diana. We flew along the Coorong and Young Husband Peninsular and finally over the mouth of the mighty Murray River, which thanks to flood waters further north, was flowing out to sea for the first time in over a decade. The mouth of Australia's longest river is pathetically small – and a sad sight to see as the ending of such a majestic river steeped in Australian history.

When we were in Goolwa, Diana called us to say she'd had an 'incident' with a ladder and was unable to drive or fly. But some friends had offered to drive her to meet with us and hand over the CAGIT. It suited her to be driven from her home in Adelaide to Goolwa rather than Murray Bridge, so we made a couple of phone calls to alter accommodation reservations and

enjoyed the sights of Goolwa for one more day. As I claimed the CAGIT from Diana, the obligatory photos were taken and she pledged to try to reclaim it.

A warning to those who wish to claim the trophy – it might be a trophy for ultralights but ultralight it is not! It weighs in at over 2kg, which is surprising for something not very large.

With CAGIT safely stowed, we flew from Goolwa to the Asses Ears Lodge in the Grampians, which is a great destination for aviators. For \$30 a night each you can hire a cabin beside the grass runway, park your plane **out front**, commune with the wildlife, buy a drink from the bar and cook your meals in the canteen.

Next stop for CAGIT was Echuca for the evening, and then Temora for Natfly 2011. From Temora we flew eastwards with CAGIT to Wollongong for fuel and then made use of the VFR route "Victor 1" up the coastline past Sydney Heads at 500'. What a fantastic coastline, with so much expensive real estate tottering on the edge of endless cliffs.

We continued coastal to South Grafton, and the next day returned to Gympie.

I can fully recommend to any pilot the fun of following the travels of the CAGIT around the countryside and claiming it for yourself. I feel I won't be the custodian of the trophy for very long, especially now the more settled weather of winter is with us.

If you make a grab for the Come and Get it Trophy, let us know. Email editor@sportpilot.net.au

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GYFTS AWARD



Sarah soars

16 year old GYFTS winner Sarah Webster talks about her passion for flight.

My grandmother has always loved aviation; she'd taken flying lessons herself and was really keen on helping me to start my flying training. My uncle is also a pilot who is currently trying to achieve his commercial pilot's licence and, to cut a long story short, there have been a few pilots in my family, so it's become somewhat of a family tradition.

I've always liked to pursue hobbies that not many other people are interested in; unfortunately, there are hardly any young girls flying so I thought - why not?

Literally one day after I turned 14 my grandmother drove me down to The Oaks for my first flying lesson and I have loved flying ever since.

I was slightly nervous for my first flying lesson - I had NO IDEA what to expect or whether I would enjoy it or not. Thankfully I had a wonderful instructor who was very patient and approachable. I remember being so shocked at how much flying I actually got to do on my introductory flight. I

had expected that I would just sit in the plane and admire the scenery but instead after being shown how to perform a few basic turns and 'fly level', I was handed the controls and told to fly! So there I was controlling this giant mechanical bird beneath the clouds and over a thousand feet above The Oaks. Naturally, I loved it and was eager to continue my training.

I would absolutely LOVE to achieve my recreational pilot's certificate by November. I've been flying for about two years now and I think that would be a milestone achievement for me! I also really hope that more young girls will take up flying as it is tremendous FUN and there simply aren't enough of us in the skies!

I love writing, so now that I've been given this WONDERFUL opportunity to gain a birds-eye view of The Oaks every fortnight, I'd love to somehow incorporate that unique perspective in a short story that I'm working on at the moment!

I really hope that more young girls will take up flying, as it's tremendous FUN

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coming to an airstrip near you

Frogs HOLLOW

By Kreisha Ballantyne



Airstrip: Is grass surfaced and has a north/ south 1,000m strip [18-36] and an east/ west 650m cross strip [10-28]. With an elevation of 280' AMSL the strip offers an alternative to Merimbula airport. Co-ordinates are 36° 46' South and 149° 48' East. A model plane club also uses the airfield.



TEN nm north west of Merimbula, nestled in the Bega valley, lies a neatly mowed 1000m strip. Not instantly visible - but fortunately marked out by its neighbour, the go-cart track - this slightly hilly, but very approachable, field is home to the members of the Frog's Hollow Aero Club.

Frogs is the oldest airfield in the Bega Valley. It was constructed in 1937 by Adastra Airlines. A Waco, fitted out as an ambulance, was put in service from there. A year later, a DragonFly was introduced for a twice weekly service, which successfully became a daily service with passengers & airmail.

In late 1940, Butler Air transport took over, using a Fairey Gannet, with an average of 40 passengers per week as well as up to 200 dozen oysters. Merimbula airport opened in 1956, and Frogs became the back-up strip; Butler relocated to Merimbula and Frogs started to slide into history.

In the late eighties, The Frogs Hollow Fliers banded together on the strip. The land, now privately owned by a local farmer, houses the eleven aircraft - three GA, four RA-Aus, three Experimental and one gyrocopter.

The good ole days are now alive and well at Frogs Hollow.

It has over eighty members of the Frogs Hollow Fliers, with visitors just about every weekend, and regular Sunday meets with coffee and cake are the norm.

The clubhouse is bursting (both with cakes and members). The day I was there, the members were keen to show off their great little club.

I scored a flight in several aircraft and was taken on a brief but fascinating tour of the Bega Valley. I conducted a touch and go at nearby Buckajo then landed back at Frogs.

Ahhhhh, Frogs Hollow, you've made me want to pack my bags and move in.



>> Frogs Hollow Airfield taken in 1947. It shows a Butler Airways plane - a de Havilland Dragon Rapide. Above, Kreisha poses with the sign.

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How to photograph your plane

6 Tips of the trade by Ash Holdsworth

This tutorial is for
a camera where
the settings can
be changed,
shooting handheld
without a tripod

Step 1 Fit a wide angle lens (focal length under about 50mm) to your camera or zoom an adjustable lens right to it's widest setting. The focal length of zoom lenses is marked on the side of the barrel. Set the camera to manual. Check what file type and size you are using (these should be in your main menu). Jpg is fine for almost anything but the more you open/move/save a jpg, the more quality is lost. For really important files I shoot RAW.

RAW is a digital negative. They are the best quality and are easier for editing but are a larger file size. If you are outdoors, set your white balance or 'WB' to match your surroundings eg. cloudy, sunny etc. or if you are in a hangar, select either 'shade' or 'incandescent' if there are overhead lights. Check your shutter speed is at 1/125th and your ISO is at its minimum (usually 100), set your aperture to f/4.

Step 2 Aerodromes are generally not the prettiest of backdrops and are filled with boring looking hangars, cars and other peoples' aircraft! You want the focal point of your picture to be your machine. Aerodromes are also usually surrounded by beautiful fields and trees. Park your aircraft in a nice setting.

Step 3 Look at the light falling on your aircraft. If it is overcast, the light will be diffused by the clouds. When the sun is directly overhead, avoid taking your pictures, because it casts unflattering shadows. The best time to shoot is early morning or late afternoon. Is your aircraft in direct sunlight from the front or is the sunlight behind it? These two alternatives change the style of your shot and neither is right or wrong. If the sun is directly lighting the aircraft, everything will be lit evenly i.e foreground and background are the same exposure. But this may cause un-flattering shadows elsewhere and chances are it's also casting a shadow of you near the plane. Be aware of this when framing your shot.

If the sun lights your aircraft from behind, a beautiful highlight will be added around the edge. This can make for an exciting, high contrast picture. However, because you will be exposing for the

darker side of the aircraft, the sky and anything lit beyond the aircraft can blow out and will be lighter, depending on the strength of the light. This can look quite dramatic.

Never use flash! On board camera flashes are terrible, even on the most advanced cameras and won't be powerful enough to light the whole plane. Use what's around you - the sun. Can your flash give life to the full scene? Probably not. Natural light in photography, be it direct, back lit, reflected or diffused is the most flattering, beautiful form of light there is. But it can also be your enemy, so learn how to use it to your advantage. You don't want to get the sun in your shot because you will get lens flare, which can look very cool but it hurts your eyes staring at it.

Use the sun to light your subject, but cut out your light source by framing away from it. This will give gorgeous, natural contrast. Keep your eyes fixed on your aircraft and walk all the way around it until you like how the light falls.

Step 4 Just like a portrait, peoples' faces are not all that flattering directly side on or directly face-on, unless they're extremely beautiful. The same goes for aeroplanes. Half way between profile and front-on is much more dynamic. Come around to about 45deg from the front. This will add perspective. Crouching down and shooting upwards will accentuate that perspective further and add the contrast of the sky as a backdrop. It will also add dominance and power to your subject. Don't be afraid of looking like an idiot lying on the floor. Also, don't be scared of chopping the wings off when framing, they hold a lot of space and require as much to fill the frame.

There is no rule for what is aesthetically pleasing with composition. Divide your frame into 3 horizontal strips of space and fill those 3 strips - equal ground, plane and sky. When shooting flat surfaces like wings, get to a height where you can just see the top or bottom. This will reduce the optical illusion of things looking distorted or warped.

My rule is to just look through the viewfinder at the subject and move around until it feels right. If you want to get creative, look for a dominant angle in the frame, like a wing or the tail. Then try rotating your camera slightly so the



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1/1000th ISO 200

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feature

top, bottom, left or right of the frame lines up with the dominant angle. This can feel strange at the time but when you see the shot afterwards, framed back to normal in the rectangle of your viewfinder, it can add a whole new perspective. There are so many straight angles to a plane on which you can line up your frame, the possibilities are endless.

Step 5 If your lens is manual focus, turn the focus ring until your plane is nice and clear. If you have autofocus (AF), make sure it is set to 'S' (Single point), aim the pointer at the section you would like to be in focus, using something detailed on the fuselage, like a logo. Usually a half press of the shutter button does this. Find your point, half press, get your focus, keep it held without pressing all the way and re-compose your shot until you're happy. Be aware if you move forwards or backwards your focus will change. If you are happy with the light, angle, composition and focus then take the shot: press down the shutter from the half-way point and KAPOW! You've just taken your first photograph.

Preview your image in the camera. If your image is too bright and blown out, increase your shutter speed from 1/125th to 1/250th and try again. Still too light? Try increasing the shutter speed gradually until you correct it. If it was too bright to begin with, reduce the shutter speed from 1/125th to 1/100 and try again. Still too dark? Try reducing the shutter speed gradually

until you get to 1/60th. If this is still not giving you enough light, don't go any lower, you will get camera shake and your picture won't be sharp.

With beautiful Australian weather, chances are you will have plenty of light and won't need to touch the ISO. Always adjust your shutter speed first. Remember, if you decrease your aperture to say f/8 or f/11 to darken the image, the background will become less blurry and more in focus. If you just change the shutter speed, only the exposure will alter, not the depth of field. Your camera will have an inbuilt light meter which tells you before you shoot if your image will be over or under exposed. I do not use it and instead go by the feel of the image. You will know when you have the perfect shutter speed, aperture and ISO. The exposure of the image will be perfect and it will look as you intended.

Step 6 Turn your camera's setting to 'Auto' and take the exact same shot. Your onboard flash may even pop up - that's OK. Now press play on your image viewer and flick between the automatic shot and the perfect shot you took just before. Notice the difference?

Experiment. There are many factors that affect a picture. Some of the world's most stunning photographs are the simplest. The beauty of digital is that you can instantly learn where you've gone wrong or on the flip side, see how you got it so right.



80-200mm lens @ 116mm
f/4 @ 1/1000th ISO 200



80-200mm lens @ 80mm
f/4 @ 1/1000th ISO 200



35mm lens f/4 @
1/1000th ISO 200



80-200mm lens @ 86mm
f/2.8 @ 800th ISO 200



80-200mm lens @ 80mm
(Fully automatic)
f/7.1 @ 1/200th ISO 200



Carburetor **heat**/ cabin heat

by Peter Johnson



ONCE upon a time during pre take-off run ups in a Cessna 152 Aerobat, I encountered something unusual. I noticed an excessive and unusual rev drop of 325 RPM. That is the revs dropped from 1700 to about 1375RPM. The engine was still running smoothly and no ice was present (The RPM remained stable and did not increase until the carburetor heat was turned to cold).

From all appearances it would seem the carburetor heat system was very efficient. My experience, however, told me, "Something was not right!" and so I searched the flight manual. I could only find reference

to a minimum rev drop of 50 RPM. No maximum figure was shown in the documents. I was almost sure all was OK.

But that small voice kept prompting, "something is not right mate!"

A recent acquaintance was a licensed aircraft maintenance engineer at a nearby airfield, so I gave him a call. He suggested that it could be a very efficient carburetor heat system, which is what my engineer had said. He also suggested that the system may have some collapsed ducting or other restriction, or there may be a problem with the actual gate or butterfly on

Don't get me wrong, I like recycling, but there is a time and a place and this is not it!

the end of the carburetor heat control cable.

Next thing was to take a look at the system. By this time people were laughing at me and actually objecting to me taking the cowls off the aircraft. I decided to humour them and take the cowls off anyway. Perhaps, even a mug like me might be able to see if there was an obvious problem, you know, like a big hole in the muffler or something.

Well that is exactly what I found. So what is the big deal? Read on:

The hole was in the outside heat jacket, and came from the inside muffler all the way through. The outside shroud is designed to allow heating of clean fresh air. When the carburetor heat is applied it is supposed to suck fresh unfiltered air which is heated by heat exchange due to the close proximity of the very hot exhaust pipe.

The pilot/operator would see a rev drop of say 50 -100 RPM - perhaps even a little more - because hot air is less dense than cold and the volumetric efficiency to the combustion chambers is degraded just that little bit - not as much air getting in.

So what was happening here? Well, the already burnt exhaust gases didn't burn as well the second time around. Not as much oxygen in the mix. Don't get me wrong, I like recycling, but there is a time and a place and this is not it! For the real clincher, read on....

Guess where the cabin heat is sourced from? You guessed it, go to the top of the class. It comes from the same source as the carburetor Heat. Just a different knob and ducted to a different place. Straight into the cabin.

Just briefly, red blood cells or haemoglobin carry oxygen around our bodies. The two (haemoglobin and oxygen) like each other a lot but they are not obsessive in their relationship.

They can join up for transport and they can part again when they need to. It has something to do with osmotic transfer. Now carbon monoxide is something else and behaves very differently. It likes the red blood cells even more than oxygen and is very obsessive. I am told that carbon monoxide is about three hundred times more obsessive than oxygen. It combines with the haemoglobin and will not get off.

This excludes oxygen. Now if we have no or even extremely limited oxygen carrying capability on the red blood cells, we have loss of consciousness followed by death.

The death part could occur just from the carbon monoxide alone or by loss of control followed by some kind of trauma like, say, collision with a solid object, namely the Earth.

Carbon monoxide is also odourless and tasteless. You may or may not smell some of the waste unburned fuel etc associated with it. (For a few moments).

Now if you're in a troubled state of mind, please don't get any silly ideas, this is not a nice way to go. There is no such thing as a nice way to go.

When you need to use cabin heat you should also have plenty of fresh air. You should have a carbon monoxide detector. They are cheap and change colour if carbon monoxide is present. You must actually look at it periodically. You should also keep a jacket at hand in case you have a heater failure or have to shut off the heat system. It can get very cold at altitude without a cabin heater.

Fly safe
Peter Johnson, Instructor



>> Bypass valve, shown here in the open position with carburetor heat selected off. Proper operation of this valve is critical for adequate heat if carburetor heat is selected on.

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Tech talk

with Steve Bell



What can affect the weight of your aircraft?



WITH the recently approved increase in MTOW, it's time to consider other aspects of aircraft weight, and, more importantly, balance (C of G).

IN my position, I am often asked to consider modifications to aircraft. An aspect that must always be considered is the effect of the modification on the weight and balance of the particular aircraft. If your aircraft is already operating on the weight limit, even a small change in weight created by a modification, can make your aircraft too heavy to legally operate under RA-Aus exemptions. So, before adding new equipment, consider what the weight change will be. All aircraft are designed and then tested to operate at a particular weight; this determines how it will operate with acceptable stress on the structure; which will ensure the aircraft operates safely for its service life. BUT, any additional weight can add stress to the structure; and if the aircraft is operated near or above its design maximum speed (Vne), or is operated near its maximum manoeuvring speed, any additional weight may have dramatic and unexpected effects. This rarely results in structural failure, but it does weaken the structure over time, which shows up as cracks and excessive wear requiring more frequent repair.

When was the last time you weighed your aircraft and determined its Centre of Gravity? While the Technical Manual does not specify a specific time

between weighing, I would suggest at least every 5 years or whenever a modification is made which adds or removes weight.

Most RA-Aus registered aircraft are built strong but light, and are subject to the same stresses during flight as any other aircraft. What owners and operators of recreational aircraft must ensure is that as little stress is placed on the airframe as possible, and that fatigue accounted for at all times.

A few basic rules:

- Everything ever made by man will wear out eventually; this includes aircraft and aircraft parts;
- Every time an aircraft is operated above its maximum allowable weight, speed, or 'G' force limits, additional stress and fatigue is placed on the structure, shortening the aircraft's useful life;
- Every time a limitation is reached, it must be reported and an inspection carried out to determine the effect of the additional stress on the structure;
- All fatigue related damage must be rectified at the first opportunity;
- All repairs must be done using the manufacturer's instructions;
- All maintenance must be done when it is due, and it must be thorough and systematic.
- Even paint can cause a weight and out of balance event.

RA-Aus has been sent a report by Transport Canada, concerning a fatal crash involving a RV7A. The cause of the accident was linked to the painting of the aircraft and its controls, and the operation of the aircraft above Vne and manoeuvring speeds. The rudder failed because of flutter and high speed fatigue.

The aircraft was initially weighed and all controls were balanced in accordance with the manufacturer's instructions PRIOR to the aircraft being painted. The empty weight without paint was 1159 pounds (the limit allowed), the paint added an estimated 170 pounds.

The rudder was removed for painting, which added a further 31 pounds, which was not uniform. This unbalanced weight, coupled with operation above Vne, caused high frequency vibration and flutter, eventually caused a sudden catastrophic failure of the rudder (it was actually ripped off the aircraft and torn in half. The remaining half hung by the cables). All because of a coat of paint and inappropriate operation above the limits published in the flight manual. Also, the aircraft balance was not recalculated after painting. With the additional weight on a very long lever, the handling of the aircraft would have been adversely affected.

Even if changes are small they should be recorded in the aircraft log book, monitored and checked regularly (at each annual inspection for instance). What should be considered is the cumulative effect of the changes. For example, four minor modifications are made to an aircraft, each one being less than a pound (1/2 kg), so individually they have little effect, but together they represent 2 kg.

Depending on where the mod is placed, it may have a big effect on the position of the C of G. If it places the C of G outside the limits, it will have an adverse effect on normal flight, possibly overload the structure and cause fatigue problems.

Every aircraft has a structural strength calculated and tested, sometimes to destruction. From these figures, the manufacturer calculates the forces applied to the aircraft during flight. When it is determined the aircraft structure will reach its limit (of deformity and strength) at a particular speed or load factor ('g' loads etc), the manufacturer determines a speed within the safe envelope. These speeds are published in the flight manual as Vne and maximum manoeuvring speed Vno and maximum 'g' loadings.

It is extremely important these speeds and loadings are not exceeded. If they are, even by

ness, and life. That applies to untreated or incorrectly treated stone chips, tip damage, improper maintenance, and corrosion.

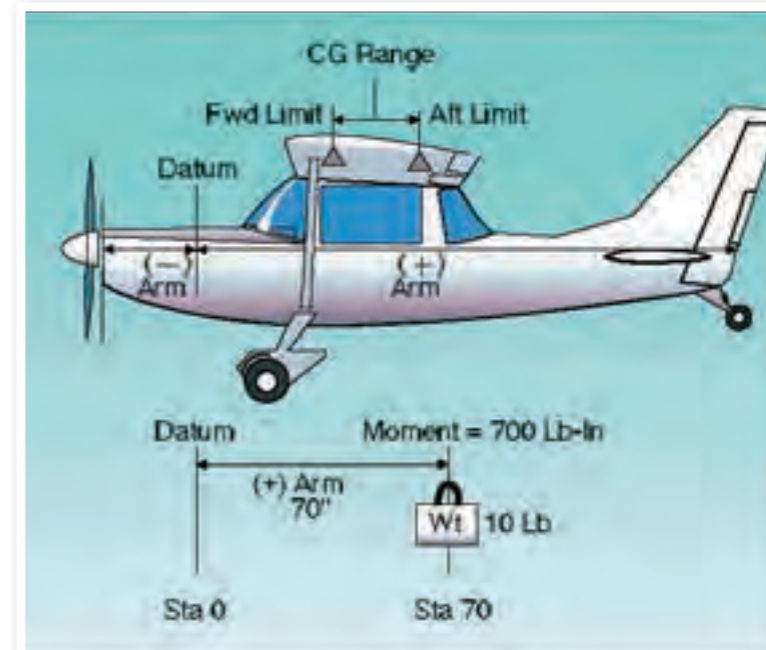
If your propeller strikes an object such as a hangar door or the ground, it must be inspected for damage and repaired as required. And when the repair is completed, a balance check should be performed. The simplest way is to place a glass of water in a position where you can see the water, then perform an engine run at all power settings. Keep an eye on the water. If the vibration seems excessive, do the checks listed below.

If you think it is minor, note it, then fly the aircraft and determine if there is engine vibration. Then perform a check on the engine itself. Check mixture, exhaust manifolds, intake manifolds and engine mounts. If any of these are loose, worn or damaged, or are out of manufacturer's tolerances, then get them fixed or replaced, then check all other components on the engine for tightness. Then check the propeller bolts for the correct torque. Run the engine again and check again for vibration, using the water. If there is no change, balance the propeller using the manufacturers' techniques. If there is no improvement, remove the propeller and have it balanced.

If you have had a propeller strike (regardless of how minor), you must also carry out an engine inspection as recommended by the manufacturer. Do not assume the engine will not be affected! If one of the propeller tips is damaged, or the impact stopped the propeller, a complete engine strip down may be required (the minimum will be a gearbox strip and check for geared engines).

Do not take the risk. Don't set yourself up for a forced landing. Forced landings are something you should practice, but never do for real if you can help it.

Until next time: Happy and safe flying and fixing.



a small amount, the aircraft must be inspected for an in-flight overload. Someone once told me the only real way of avoiding an incident is to not be there in the first place.

Anytime there is a vibration, buzzing or noises when you change direction in your aircraft or move the controls, it MUST be investigated and rectified. These should not be there.

Finally:

All this talk of balance, and ensuring all forces are correct, equally applies to the propeller. Any over-speed, or damage to a propeller will decrease its efficiency, effective-

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Hooray for RA

Kreisha Ballantyne embarks on her RA endorsement

FOUR years ago, when I stepped onto the wobbly path that would lead me to my PPL, I didn't even know Recreational flying existed. Having no aviation blood in the family, I stepped into a flying school in Bankstown for a TIF, got hooked, realised it was a sausage factory and began bolting from one flying school to another until I found someone with the patience to teach me.

Ten instructors, three schools and two airfields later and a six week wait from CASA, I finally had my PPL. It took over 100 hours, two exams, a medical and all my money.

Like many students I had been through the wringer. Instructors on their way to the airlines more comfortable with

'The Mechanics of Flight' than people. Pilots so young they'd blush through the entire lesson, never having been that close to a woman before. Schools which would cancel my lessons without telling me. Places with secretaries who had been clearly trained by Corrective Services, you know the list. I decided I'd like to train as an instructor and 'make a difference'. I sold my small business to fund my CPL and began working through the exams.

Then.. In an experience building trip, solo from Sydney to Perth, out there in the country, I discovered RA.

Time and time again, I'd run into people at airfields and clubs flying aircraft I'd never seen before. My only experience of rec-

reational aviation in Sydney was flying over the Oaks:

Me: ooooh, what goes on down there? Instr: Oh, you know, just ultralights.

Out of the cities, however, there was a different attitude.

It wasn't long before I met people who filled me in. By the time I reached the west coast I'd sat in more Jabs than I'd failed CASA exams (four), not to mention all sorts of exciting homebuilts.

But it was in Busselton, WA, where I met CFI, Will Owen, that I fell in love (not with Will; but with his A22 Foxbat).

One flight, and I was hooked. With enough power to keep me out of trouble, and the visibility of a chopper, I knew one day I'd have to learn to fly it.

Time passed. I continued to rent Archers. And then along came Natfly. Unsure whether or not GA aircraft were welcome, and afraid of having rotten tomatoes thrown at my Archer, I decided not to fly in. I had no idea what to expect.

What I found inspired me to become an RA-Aus member immediately. The friendliness, the enormous range of aircraft - new, affordable and with modern avionics - and the total lack of prejudice - GA, RA, gyrocopter. What does it matter? We ALL fly! Not to mention not needing an annual medical, reams of paperwork and several exams. I hear the magazine is pretty good, too.

I decided to book a lesson in Sydney as soon as I got back home.

First lesson

ON a day so blustery most lessons were cancelled, I rocked up at Sydney Recreational Flyers, at the Oaks in Sydney. My log book listing nearly 500 hours, and a fancy pants noise cancelling headset were the only indicators I was coming 'over' from GA. I felt like an aero virgin all over again.

Everything was different. First, things at the Oaks are a little more 'casual' than the Class D strips from which I've flown. Aircraft in various states of repair are dotted around, the loo is a 'dunny' and more of the pilots have beards. I immediately relaxed in the informal atmosphere of a flying club. Instructor Greg Davies and I discussed whether it was worth going for a first flight. Being a 'suck it and see' kinda gal, I decided we should give it a go, on the proviso we'd return if it got too bumpy.

Second, the aircraft are quite different. I am used to a Lycoming, and I couldn't get over how quiet the Rotax is. And there's no mixture lever. And, no flaps on the Foxbat (just 'flaperons' which we would not be using in our first lesson). And, finger brakes (which I LOVED!) It was all very different.

Not being the fastest learner in the land, I allowed myself plenty of time to get acquainted with my new bird.

Greg spent a lot of time on the daily, popping open the cowling to show me the shiny and unfamiliar engine. Slowly working our way through the cockpit, I noticed the absence of the AH and DI, remarking "Gah! I can't fly on a compass!" to which Greg replied, "By the time we've finished with you, you'll be able to fly without ANY instruments. The one thing I find in conversions from GA is pilots have an over reliance on instruments. We'll make a seat of the pants pilot of you yet."

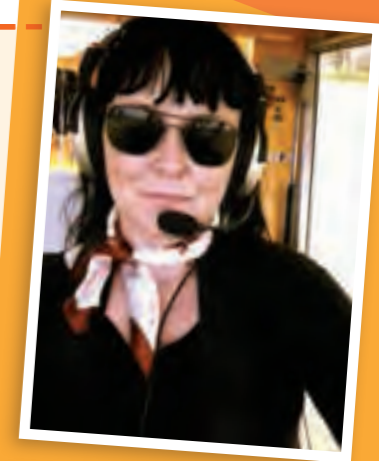
Greg gave me control and we taxied to the 'run up bay' (on the side of the strip) using the finger brakes (which just make SO much sense) And then, we were OFF! Like a rocket. 1400 fpm with a nose attitude so high it made this GA pilot sweat. In no time, we were at circuit height, and I was experimenting with the RPMs. The engine sounded quite different to the one in my old Archer. With there being no mixture or carb heat, the downwind checks were short. And then, get this, we pulled the

power and didn't touch it again. Every approach is a glide approach, which Greg explained came from the days of the old two stroke engines (which failed more often, apparently).

After a few circuits, we zipped out to the training area for some general handling work, where I was once again amazed by this little yellow machine - it stalls at only 26 knots. Greg encouraged me to spend some time in slow flight (35 knots, gulp) to get used to the margin between slow flight and the stall. In the stall, it was very sedate, needing only an inch or so of lowered nose to unstall and not the full power-on I'm used to.

All too quickly, it was back to the field for a few more circuits. With the wind having dropped a bit, we decided to do five before calling it a day. I was having a ball. I could've stayed for the full endurance. The Foxbat is, simply put, so much FUN to fly.

On the spot, I booked my next lesson. And, at \$125 per hour, I can actually afford one. RA-Aus, you have another happy new member.




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First solo



Consider this philosophical statement by the Irish born politician, Edmund Burke:

It is necessary only for good men

To do nothing

For evil to triumph

I can paraphrase this to:

It is necessary only for good flying instructors

To do and say nothing

For flying standards to go downhill

I sometimes see this downhill trend when I am conducting a Flight Review. When an inspection of the pilots' logbooks shows that flight training sequences do not accord with the flight training syllabus.

Syllabuses have been developed for the benefit of student pilots and are derived from the hard-won experience of instructors. It disadvantages a student when this experience is ignored and the student's instructor departs from the norm.

I often see, for example, that after a pilot's first solo the next flight is out to the training area for more advanced flying. All worthwhile flight training manuals recommend a period of solo consolidation flights, so it is disconcerting to see this trend. It is the student pilot who will be deprived.

To send a student on that first solo carries great responsibility. And, if not done correctly, can have an everlasting effect on a pilot's flying life.

So what is the proper process involved in sending a student off on that momentous first solo flight.

Procedure:

Student not to be given advance notice.

It is not normal to advise the student that the first solo flight is imminent;

The student could become excessively nervous and even try to avoid the flight;

It could raise expectations which will not be met, if for any reason, the first solo does not occur;

It could place undue pressure on the instructor to send the student solo even if the Student is not ready on that particular flight.

Prior to the flight:

Check student licence validity;
Check pre-solo examination passed;
Check records for student competency in emergency procedures:

- Communication failure.
- Engine failure after take-off.
- Engine failure in the circuit.
- Aborted landing (go-round).

During the flight and in anticipation of sending student solo:

Check weather conditions.

- Is the wind within student capability and not expected to change?
- Ensure there are no squalls or storms nearby.

First flight:

- Check traffic and make allowance for delays in the circuit;
- Make sure there are not too many aircraft in the circuit, or expected in, the circuit;
- Is it within the student's capability to handle adverse traffic situations?

Having decided to send the student solo:

Taxi to holding point or suitable area.

Close down but maintain radio listening watch to monitor traffic situation.

Brief student:

- do one full stop landing only, unless a go-round has been made;
- do not to handle aircraft differently just because student is solo. "Just do as you have been doing";
- at completion of landing roll, calmly taxi back to parking area and shut down. Instructor now checks - trim, fuel selected

and sufficient with adequate reserves, instructor's seat belts fastened.

If appropriate, advise traffic that student is about to taxi for a first solo circuit.

Vacate aircraft and ensure student latches the door.

At completion of student first solo flight:

Congratulate student.

Take 'first solo' photograph.

Secure aircraft and proceed to office to complete paper work.

- endorse student logbook;
- complete progress notes;
- produce 'First Solo' certificate;
- de-brief and outline solo consolidation procedure.

Solo consolidation procedure:

Future solo flights will be preceded by check flights until a minimum of 3 hours solo circuits are completed.

If check flight and conditions are satisfactory, the 2nd solo flight can be up to 3 solo circuits.

During these subsequent flights, the instructor will introduce and check competency on a range of less than ideal weather conditions. This will ensure the student can handle unexpected adverse conditions when advanced training is authorised.

In some cases, a student will require more than 3 hours solo circuit experience.

The student must be made aware of, and briefed, that if for any reason the student feels uncomfortable, a flight can be terminated.

There is no compulsion to continue a briefed flight in adverse conditions.

So, it is up to the flight instructor to ensure the student pilot is prepared to handle the vicissitudes which abound in the aviators' world.

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Pilot experience: 17800 hrs, 45 on type.
THE aircraft touched down after a normal
circuit entry and pre landing checks. As it
rolled to a stop the pilot applied right brake
to maintain direction but the pedal was soft
and the brake did not respond even after
repeated application. The aircraft veered left
off the runway and the right wheel dug into
soft ground and broke off. The right wingtip
contacted the ground and the aircraft came
to rest with further damage to the tail wheel.

Jabiru J160C

Engine: Jabiru 2200B, 676 hrs ttis.
THE engine began to run roughly during
descent so the pilot elected to make a straight
in approach to land with reduced power. The
landing was carried out uneventfully and when
the engine was examined it was found that
the top and bottom through bolts on the rear
cylinders had failed.

ICP Savannah VG

Pilot experience: 193 hrs, 18 on type.
Conditions: Light winds, nil turbulence.
AS the aircraft began its take off roll it
contacted soft ground and veered left. The
pilot applied excess right rudder and the
aircraft became airborne at a low airspeed.
The pilot lowered the nose to build airspeed
but a small tree in the flight path necessitated
a turn and the airspeed decayed further.
The left main gear contacted the ground,
followed by the right main and nose gear.
The aircraft then spun 180° to the left and
came to rest with damage to its nose wheel,
propeller blades and both wings. None of the
crew was injured.

Jabiru LSA 55J

Engine: Jabiru 2200, 282 hrs ttis.
WHILE on cruise in an outback area the
pilot heard a loud report from the engine,
followed by a clattering sound and smoke.
He managed to land without further incident
on a track and was subsequently rescued by
police after passing his position to another
aircraft by radio. The pilot stated that on
this trip he was not carrying sufficient water
or food and that it was the first time that he
was not equipped with an EPIRB. The engine
failure was attributed to an insufficient
amount of oil in the engine

Tecnam P92

Pilot experience: 982 hrs, all on type.
Conditions: Light wind, nil turbulence.
THE aircraft was being used to spot cattle and
was being flown at a height of approximately
400' AGL at an airspeed of 70-75 kt.
The aircraft entered a downdraught and the
pilot was unable to arrest its descent in time
to prevent it from landing heavily and causing
major damage to the airframe. The pilot and
passenger suffered quite severe injuries.

Zenith CH601 HD

Engine: Subaru EA81.
The pilot noticed a smell of hot oil while on cruise
and immediately shut the engine down, made
a Mayday call and carried out an uneventful
landing in a paddock. An investigation revealed
that the engine oil cooler had split and
discharged oil onto the exhaust. After effecting
temporary repairs the flight was continued to
its destination without further trouble. The
failure appears to have been caused by the
cooler not being flexibly mounted.

Drifter A503

Engine: Rotax 503, 894 hrs ttis.
THE pilot was conducting a navex when the
engine began to misfire. While on downwind
during a precautionary landing the engine
failed and the landing was completed without
power. The engine was restarted after a plug
change but still ran roughly so the aircraft
was left overnight and an inspection was
carried out next day. The fuel filter was found
to be blocked with flakes of rubber from the
fuel lines. The lines had been in service for
approximately two years.

Jabiru J230 D

Engine: Jabiru 3300, 663 hrs ttis.
WHILE on cruise the pilot noticed a strong smell
of hot oil in the cabin and shortly afterwards
the engine began to vibrate accompanied by
fluctuations in power output. The engine failed
completely shortly afterwards but the pilot
was able to land at a nearby airfield.
The engine was found to have a crack in No.
3 cylinder, presumably caused by a failed
cylinder base nut.

Skyfox CA22

Engine: Rotax 912, 1761 hrs ttis.
THE aircraft had completed a landing and was
climbing out after takeoff when the engine
failed at approximately 200' AGL. The pilot
elected to land in an unused cane field but
the surface was rough and wet. The aircraft
touched down and bounced several times
before hitting a ditch and coming to rest
inverted. It suffered major damage although
the pilot was not injured. The cause of the
engine failure is being investigated.

DEFECTS

Evektor Sportstar Plus

Airframe: 870 hrs ttis.
Propeller: Woodcomp Klassic 170-3-R

DURING a periodic inspection cracks were
discovered in the No. 3 blade close to the
hub. All three blades were replaced.

Zenith Zodiac 601 XLB

Engine: Jabiru 3300, 287 hr ttis.

DURING a periodic inspection the engine
was found to have excessive wear in the
push rods and valve rocker gear. A Jabiru
upgrade kit was fitted to the engine and
the reporter states that after 10 hrs in
service the engine is now running with
cooler oil and cylinder head temperatures.



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Regn 19-5206, 190 hrs TT, Jabiru 4 cyl 85HP. Lame owned, built and maintained. 90 kts economy cruise, 16 LPH, 96 Litres fuel in wings. Quick fold wing system for easy trailering. Large luggage compartment. Always hangared. Award winning build and finish. \$55,000. Location Caboolture Qld. For more details and photos, email Steve dux480@bigpond.com or phone 0421 603 175

2310 THRUSTER T500.



Rego 25-0808 Excellent condition, fully optioned, UHF and VHF radios, Skins 99% Full history, 15L per hour, intercom and head sets Big tail wheel, 10ply 6inch mains, \$16,000 ono Phone Ross 0418 502 270

2350 CHEETAH - XLS



Cheetah by Rainbow Aircraft. Factory built. PP Jabiru 2200. TT 42 hrs eng/airframe. Immaculate condition. Superb handling, Pleasure to fly. 110 litre tank. Spacious cockpit. Always covered. \$ 51 900 Call George 0417 017 384 e-mail gcartwright@bcgs.wa.edu.au

2351 THRUSTER T300 250068

Rotax 503. Engine, Airframe & Skins all in good conditions. Located in SA. Urgent Sale \$8,500 Urgent sale. Ph 0408 816 556

2358 QUAD-CITY CHALLENGER 1 CWS



Clipped Wing Special, Single seat, vg condition, 345hrs, Radio, GPS, elect. start Rotax 503 2-stroke, new tinted windscreen, 4 strobes, flaperons, lambswool seat. Rego to Sep 2011. You-Tube for wonderful flight examples. Unique aircraft, flies itself. The Oaks. \$9,990. John 0400 627 339 or email jdsquared@bigpond.com

2363 FOXBAT A22



Making way for new aircraft. Factory built Jan 2007. 912 100 HP TT 896 Hrs. Always hangared at YCAB. White, standard instruments and flydat. Complete maintenance history. Fantastic performer. contact Jeff 0411 567 405. \$69,000

2365 RANS S-10 SAKOTA



Airframe 825hrs, Rotax 912ul 750hrs. Reg 19-7830 Icom A-200 radio, transponder, engine management system, flight computer encoder as well as traditional analog instruments. I purchased this plane 6 yrs ago, did my tailwheel endorsement on it and have done 300 hrs incident free. Well maintained, safe, low cost, good performing plane. \$30,000, Ph work hrs 08 9592 2077 WA

2372 JABIRU J230/430



19-4913 78 hrs Dynon Flightdeck 180 EFIS/EMS with 6 off EGT's/CHT's interfaced with Avmap, Microair transponder, XCom radio, Winter Altimeter, + 4 UMA gauges, Sensenich carbon prop Cummins spinner, with original prop, wing & tail strobes, cabin cover, 2 Bose headsets, two-pack paint, \$85,000 Tucumwal 0427 534 122.

2374 FLOATS Puddlejumper 14ft Amphibious fibreglass floats. Retractable stainless steel undercarriage with brakes and water rudder. Instructions and mounting hardware to suit most kit aircraft to 450kg. Brand new, still in crates, selling at \$3,000 below purchase price. \$7500 Ph John 0427 757 922

2401 JABIRU 170



Jabiru 170 Factory built 2007. 960 hours TT. Always hangared. Top overhaul completed by Jabiru \$65,000 ONO inc GST . Ph 0408 522 280

2403 X-AIR



X-AIR, TT 160hrs, 70hrs with Rotax 618, Ultralam skins, \$19500 ono, hangared at Clifton QLD. For history and more pic's e-mail shirlroy@bigpond.com

2439 FOR SALE JABIRU J-170C



"Airframe 1400hrs, Engine 08hrs on new factory recon. engine, latest mods carried out by Jabiru factory. Fresh top overhaul, new tyres, Dynon 10 EFIS plus analog instruments, Garmin 296 colour GPS, external charge connector, Lambswool seat covers, spats as new, adjustable rudder pedals, strobe, L2 maintained, always hangared, one owner since new. \$69,000 incl GST. Phone Bill 0429 054 205

2442 SAVANNAH VG



Savannah VG - built 2005, always hangared, first at Casino then at Tyagarah (Byron Bay) NSW. Reluctant sale due to Aids (Aviation induced divorce syndrome) 455 hours engine and airframe. Rotax 912. 150ltr tanks @ 17lph gives 8 hour range (too far). Large tyres. Observer doors give extra shoulder room. Mounted colour GPS. Tree bladed Kool prop. \$63,000. Ring Tom Grierson 0419 414 031 or lern2fly@hotmail.com by email.

2444 AIRBORNE EDGE CLASSIC 582



Airborne Edge Classic, blue with matching blue upholstery, TT 232hrs New Steak 2B wing fitted only 22 hrs. Comes with radio, new headsets, helmet, training bars. Beautiful condition, first to see will buy. Hangared at Bunbury Airport. \$24,900. michaelworthingtonau@gmail.com 0412 699 183

2447 TEMORA HANGAR LAND



About Member's Market Ads

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maximum limit). Photos - \$15 (include stamped addressed envelope for return). Neither RA-Aus nor Stampils Publishing accepts responsibility for any errors or omissions. The Members Market is subsidised by members and is for non-commercial sales only. RA-Aus and Stampils Publishing reserve the right to withdraw from publication, without refund, any ad deemed unsuitable, including low quality or faulty images.

Located in Established Aviation estate close to main runway at 28 Tenefts St. Street and taxiway frontages. Town water, sewer, town gas, telecommunications and electricity available at site. Note: water is not connected but is available and is only a hangar block. Almost level block some fill on site 820 sq metres. Direct access via taxiways to runways including the recently constructed \$3.8 million runway. The runway is 2040 metres long and 30 metres wide \$50,000 ONO Phone Bob 0428 25 1728

2464 ZODIAC 601XL-B



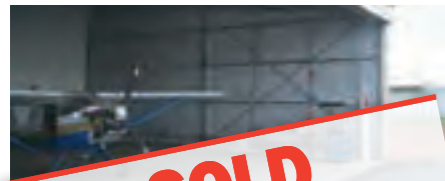
Jabiru 3300 TT AF and ENG 104 hours. Recently upgraded. Beautifully built aircraft with superb looks and handling. Full glass cockpit Dynon D100 D120 and Avmap IV. Microair transponder and VHF radio. Suit new buyer. Reluctant sale. Visit www.jodaplans.com for all build and flying photos. \$75,000 ono. Contact Dave 0407 008 896 email davidg@fmc.com.au

2475 AIRCRAFT LIFT



Solve hangar space problem by using it's height. Manufactured by Morgan Aeroworks 2010. Two purchased, one now surplus. Cost \$4,900ea, sell ex-Warwick \$4,100. Ph Peter 0415 714 182

2476 HANGARS



HANGARS For sale at Kingsford Smith Airport NSW (NSCO). Brand New, Fully-Enclosed and Secure. 12m x 12m individual hangars. Sliding Doors 3.6m high. Concrete Floor. Power, light and water. Tarmac Apron and Taxiway. Freehold Title. Ph: 0429 810 008

2479 TL CARBON STING



584 hrs total time. Rotax 912ul. Full Cockpit incl Blue Mountain EFIS. Variable pitch prop, Ballistic Shoot, aux Toe Brakes, CD, Heater, Custom Paint, Cruise up to 135 kts @ 18 litres / hr. Aux wing tank plus belly tank give over 5 hrs endurance. Always hangared, and L2 maintained. \$123,000 incl gst. Can deliver. Phone Terry 0427561562. email terryold01@bigpond.com

2491 PIONEER 200



2008 700hrs TT. Rotax 912 100hp with GT prop. Garmin SL40 radio/intercom. Avmap EKP IV GPS. Full fairing kit, tinted windows, strobes, electric elevator and aileron trim. Always hangared and fully maintained by L2 with no expense spared. This aircraft is in top condition and must be sold. \$85,000. Please call Scott 0418 264 149.

2494 EXPERIMENTAL



NEW All timber construction, stubbies fitted, Ready to register and fly. Cruise 95-100knots with fuel consumption of 14/15 ltrs per hour. Rotax 503 Re-Con -Nil Hours-Wood Prop New. \$15,000 including all Jigs and Patterns to Build another. Located Nth NSW Ph 02 6676 1405 -"KIM"- Also 2 Seater for Sale - NO Engine.

2498 DRIFTER



Registered & certified cable brace Reg. 25-785, 582 blue head motor, 140hrs since new. New skins on wing and tailplan. Long range tanks. No corrosion, intercom, portable VHF and UHF, Full logbook history since new, need to sell, excellent value at

\$14,500ono. Email Phil at nockatunga@pastoral.com or Ph 07 4655 4311.

2499 MOTOR FOR SALE

Jabiru 2200 good condition, runs well 206 hours complete with Pritoni ground adjustable prop 4 hrs old, like new. Reason I'm selling is I bought 100 hp motor. \$4,400 +gst. Also Sweetapple prop to suit, good condition \$500+gst Ph Steve 03 5233 4603

2500 AIRBORNE XTC-582



2006 Microlight with Cruze Wing with only 90 hours TT and always hangared. Microair Radio and Lynx intercom, with 2 Lynx Headsets. 3 Icaro Helmets XL, L and S. 2 flying suits XL and L. GPS and Custom trailer. \$32,000.00 Ph Steve 0419 916 032

2501 SPORTSTAR MAX TURBO



Very low hours aircraft. Rotax 914 turbo engine, electric IFA/CSU propeller, comfort interior with high-back seats, sunshade & extra ventilation. Usual SportStar specs inc Garmin SL40/GTX327/GPS Aera 500, ADI-3 horizon, electric aileron/elevator trim, full

dual controls, cabin & prop covers. RA-Aus or VH- register. Big \$\$\$ saving on new price. Call Peter 0413 900 892

2502 FOXBAT A22



One owner, 550hrs TT on engine and airframe. Ballistic Recovery System, Transponder, Garmin 296 GPS, Fuel Flow Meter, Auto Pilot, XCOM RADIO etc. \$75,000 ono Ph. 0402 210 913

2504 JABIRU J170-C



Factory Built Nov 2008. Airframe and engine hours 200 hrs, Instrument Panel Option 1, Garmin 296 GPS, Transponder (calibrated), Keyed master switch, Single strobe, JPI FS450 Fuel flow meter, Landing light, Fancy pin stripes (Enraged red), 2 headsets, 135L Wet wing fuel tank, 15 litres/hour cruise, Always hangared, Serviced every 25 hours, Spats included but not fitted. \$72,000 ONO. Phone Paul: 0412 060 997 or Email: leo@achargreaves.com.au

2506 SPORTSTAR SHARE AT GAWLER



2005 model. Bendix/King radio and mode-c. Always hangared and L2 maintained. Excellent fun aircraft, 1/5th share \$17,500 with low monthly and hourly cost. hangared at Gawler (YGAW) 040 5011 330 or <bas@scheffers.net>

2508 LIGHTNING AIRCRAFT



TT126 hours, Jabiru 3300 Engine, Dynon D180 Flight Deck, X-Com UHF, Radio and Headsets, Micro-Air Transponder, Laurence 200C colour GPS, Interfaced to Auto Pilot & Dynon, Trio 2 Axis Auto Pilot, Cabin Heat, Electric Trim and Flaps, Cruise 145 Knots at 6000 ft. Price - \$134,000. Ph Smokey 0429 639 770

2509 LIGHTNING AIRCRAFT. RA-AUS.19 REG



Excellent condition, suit new buyer, always hangared, low Hrs, Extended Wing Tips, Electric Trim & Flaps, Park Brake, 43 Kts Stall, 136 Kts Cruise. AVIONICS, Dynon D180, Garmin SL 40 VHF, Garmin GTX 327 Transponder, Trio Auto Pilot, Lowrance 2000c moving map GPS, ASI, Certified Compass, Cabin Heat, Boarding Steps, ELT, Aux Power Plug, Nav & Strobe Lights, Landing Lights, Boarding Steps. Latest Model JABIRU 3300 Eng. \$ 130,000 inc GST. Ph 08 8767 2145, Mob, 0408 813 501

2513 X-AIR



TT 127hrs Rotax Blue Head 582, Elec start, Microair 760 Avionics, Xcom intercom, Sky Dart G X 1 panel, Cummins Spinner, Strobe, Lexon doors, Spats (now fitted). Hangared at Wentworth NSW. \$25,000 ono Phone Geoff on 0439 302 316 or 0448 001 825

2515 SONEX AEROVEE



80HP Taildragger, TT 80 Hours, Microair Radio, Grand Rapids EIS, Garmin 196 GPS, Cruise 100kts, Polished Metal. Currently VH registered. Will register RA-Aus for new owner if required. Email sefwings@tpg.com.au or Ph Shane 0412 537 730 \$55,000

2517 LIGHTWING SPEED 2000



Production 24 rego aircraft manufactured Aug 07. Surplus to requirements as replaced with an amphibian last year. Airframe and engine 425hr. Rotax 914 turbo 2000hr TBO capable engine. Autopilot (Tru Trak), VHF and UHF radios, GPS, AOA, transponder, in flight adjustable propeller, fuel miser, computer aided navigation (Fagawi and Mountain Scope), and 120L/500+nm fuel capacity at 110/115kt. Very good condition. \$109,000. Phone Peter 0415 714 182

2518 19-3651 ZENITH ZODIAC 601 HDS



(HDS = High speed wings) 105 hours, EA81 engine, 3 blade ground adjustable prop, wing lockers, 60 lt tank. This is a unique aircraft, it has Stick and Throttle BOTH sides. Flaperons & electric Trim. Easy to land & fly. Hangared at Bacchus Marsh Vic \$42,500ono. For info contact Adam 0417 589 154.

2519 JABIRU J120



This privately owned (no training), "as new" condition aircraft has only 110hrs TTIS. Always hangared (YCEM), will suit school or private use with cross country 105kt capability. Extras include VSI, cabin heat and Garmin 296 GPS. Inspection will not disappoint. \$55,000 (incl GST) Call Glenn 0417 033 031

2521 SHARE IN DRIFTER OWNERSHIP



Third share in a Drifter at Cessnock airport. 582 blue head engine with less than 100 hours. This is a great opportunity for part ownership of a proven aircraft and economical flying. Third share is \$5,000. <http://tinyurl.com/driftershare> Contact Lindsay 0414 586 255 or Leighton 0407 564 174

2522 COLYAEER MARTIN 3 LSA



As seen at Natfly 2009 & 2010. Excellent condition, 220hrs TT, Rotax 912ULS 100hp, AirMaster fully featherable CS prop, Dynon 180, Garmin 296 GPS, electric trim. Glide ratio better than 23:1. Cruise 97 kt. 130 L fuel, 600kg MTOW. Great visibility. \$115,000. Will deliver. WA Ph 08 9851 4147

2523 TECNAM P2004B



RA-Aus 24-4664 Immaculate condition. Always hangared, Lismore area. Rotax 100 HP. 200Hours.120Kts cruise, 18 litres per hour. Strengthened main undercarriage. Airmaster 3 Blade electronic prop and large wheels fitted for short field perf. Separate foot and handbrakes. Dual pole controls with electric trim. Dynon EFIS D100, Garmin GPS Map 296, Garmin SL40 VHF w Intercom, Garmin GTX 320A Transponder w Mode C, Fuel Computer. Strokes, nav lights. Reason for sale - new aircraft arrived. \$130,000 including GST Ph 0412 834 225

2526 AERO PUP KIT

New two seater kit still in box, also included Fabric Kit \$17,000 Cost \$28,600 save \$11,600 Call 0412 421 032

2527 JABIRU LSA 55-1837



Fantastic plane. Must be sold. Beautiful to fly. Full details go to: www.waynehack.com/plane Ph 0417 781 778

2528 BIPLANE

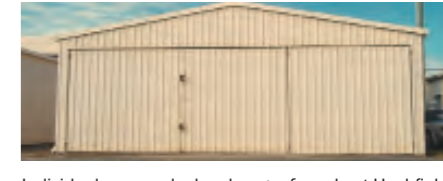
Biplane pocket rocket 2 seat tandem, done 206 hrs never crashed, 80kts cruise short field, super strong, 80 ltrs fuel 2200 Jab motor, Pritoni ground adjustable prop new. Intercom, all norm instruments, radio. This aircraft has been partly disassembled and needs work and recovering. I was going to do performance enhancing work but have run out of spare time, great project for right person \$5,000 +gst or cash without motor. Or \$9,500+gst or cash with motor. Phone 03 5233 4603 Colac Vic

2530 TECNAM P92 SUPER ECHO



660 hours total time. Rotax 912 reliability. In very good condition. Always hangared. Wing tip strobes and nav lights. Recovery chute. Fully maintained and nothing to spend. No long fancy sales 'spiel' needed - just a very good aircraft at a reasonable price. \$75,000 inc GST. Contact Hunter on 0412 048 679

2531 HANGAR AT GOLD COAST



Individual, secure, lockup hangar for sale at Heckfield (midway between Brisbane and Gold Coast). Suit RV7 or similar sized aircraft. Power, water, security lighting. Caretaker lives on site. \$44,000. Ph 0414 180878.

2532 QUAD-CITY CHALLENGER II 19-3391



503 Rotax Eng & Air Frame 229hrs, Radio, Headsets, Intercom nice to fly. Tennessee Prop recently reconditioned fibre-glassed and static balanced. Currently stored in Garage (No Hangar available) Priced to sell, need garage back. \$20,000 ono Phone 0429 995 649

2533 PIPISTREL VIRUS SW



TTIS 450 hrs. 80 hp Rotax. 125 kn TAS. 100L Tanks, BRS, Wingtip/Landing Lights, Spoilers, Covers, Tie Dows, XCOM VHF/Intercom, Garmin 296 GPS, Microair Transponder, Uniden UHF, Dynon EFIS D-10A. \$75,000 neg. Located Canberra. Phone Phil on 0417 040 052 or email phil.allen@internode.on.net.

2534 THRUSTER T300



New Rotax 582. E type G/Box and Bolly Prop. Less than 20hrs New instruments Intercom, dash & H/sets, New springs, wheels, brakes Doors, fabric sides. Fuel tank. Windscreen. Upholstery. Meticulously restored. First to see will buy. Losing money @ \$18,500 Call Peter 0418 278 012



2535 AIRBORNE CLASSIC 582
Wizzard wing, Radio, H/set, intercom, Helmet 427hrs. \$15,000 ono. Good first trike. Prop net. Call Peter 0418 278 012

2539 SKYFOX CA22



55-676 TT 740Hrs Airframe and Rotax912 engine. Detailed log and maintenance history. UHF and VHF, VG original condition, always hangared, nil training or accidents. Comes with registered custom built trailer, toolbox and accessories. Well priced at \$35,000. PH 0421 933 683 or 07 4777 2804. Located in North Queensland.

2540 QUICKSILVER GT-500



Great condition, always hangared. Rotax 582, 235 hours TT engine and airframe. Two place-dual control. Full panel of standard Air and Engine instruments, Icom IC-A200 radio, Sigtronics Sport 200 High Noise Intercom. Tundra Tyres. \$19,400 offers considered. Ph 0448 394 777 or 0427 024 439

2541 2007 TECNAM SIERRA LSA



(Purchased new 27th December 2007). One owner, never used for training or cross hire. Would suit a new

buyer. Beautiful condition, Dynon D6 EFIS, Transponder, 7" glass GPS, Aux Alternator. Cruise at 116 kts TAS at 20 lph. \$120,000 (NO GST). Contact Mark 0411 875 023.

2544 JABIRU 230C 24-4822

December 2006 factory delivery. 250 Hrs only. Excellent order. Garmin 296. Maintained at the factory. One private, recreational owner with full history. Genuine reason for sale. Sale includes near new hangar at Monto airstrip, home of the RA-Aus northern fly-in and hangar rental space in Bundaberg! (30 mins. In the 230) \$95,000 ovno. Contact the owner, Laurie Barnett on 0428 265 777

2545 KARATOO J6



Subaru EA81, 286 TTIS, 113 hrs engine, Warp drive 3 blade ground adjustable propeller, Amax Re-drive, 70 kts cruise, Dual controls, Maule tail wheel, radio/intercom, Standard instruments, 56 lt wing tanks, luggage area, Easy to fly, Colac Vic. \$29,500. Mike 03 5236 2477 mr9@iprimus.com.au for more pics.

2548 SAVANNAH VG



Built 2004 TT 625 hrs 912uls always hangared and in good condition, Garmin GPS std panel UHF brand new tundra tyres, hub and brake assembly, high visibility doors new front wheel bungee and front axle mod done. I have a new factory built ordered and must sell this one. LAME maintained \$58,000inc contact Tim dongonplains@gmail.com Ph 07 4625 0951 0428 258 184

2550 JABIRU J160



Built in 2004, (VH-JNS), the aircraft has done 360 Hrs TT. The aircraft is now registered as 19-5488. It has always been hangared, and has also been serviced as per service manuals. Instruments include Microair radio and Transponder, MGL EFIS and EMS. The aircraft is in perfect condition, and has never had any damage. It flies extremely well and is very well balanced. I need to sell to fund a new J230/430 kit. Asking price is \$55,000. Please call Johann at 0439 702 194.

2551 CARBON CUB SS



Blue and Silver, rego 24-7661 as seen at Temora, 180 hp, executive panel, TT Auto pilot, 3 by 3 landing gear and more, 60 plus hours still under factory warrantee, big discount from new price, call Steve 0414 444 971

2552 ESQUAL VM-1



Reg. 19-4744 Kit-built Only 87 hrs engine & fusilage. Always hangared & covered. No accidents/incidents. Rotax 912 100 H.P.Cruise 115 kts.17 lt/Hr Const. spd or inflight adjust.prop. Full glass inst.panel Dynon EMS & EFIS. Garmin SL40 radio&Garmin 296 GPS 2 D.Clark H/sets. 3 strobes,2 land.lights. \$110,000 No GST.03 5241 2002 or 0410 524 129

2555 JABIRU 230B



TT 275 Hrs, Jabiru 3.3L, 6 cyl eng, 120hp. Built 2005. Always hangared, presents very well, heaps of luggage space, well maintained. Electric flaps, cabin heat, Microair radio, Garmin 296 GPS, wingtip strobes. Located near Wagga NSW. \$70,000 ono. Ph 0488 342 035.

2557 ZODIAC 601 HD VH-CAG



The ideal aircraft for the leisure flyer. Cruises at a "just right" speed at 90 kts, reliable Rotax 912 engine. Features include: wing tanks, lockers, VFR instruments plus mode C transponder and Garmin GPS. Also equipped with electric trim, Microair radio and intercom. Well maintained, safe, no damage history. Perfect for those seeking a relaxing fly without losing the adventure. Truly regretful sale. \$42,000 ONO. More information at <http://zodiacvhcag.blogspot.com> and contact Max: 0411 273 218, shuardja@bigbutton.com.au.

2558 FLIGHT DESIGN



CTSW 335 hrs TT, Rotax 912 100hp, Dynon glass panel, cruise 115-120kts, 130ltrs tanks, 18lt/hr, heavy duty undercarriage, Garmin colour 296. Immaculate condition, fast, high-performance, great fun to fly. Located SE Qld, always hangared. \$112,000 Call 0407 761 619

2561 CAPELLA JAVELIN



19-4309 TT 28hrs 582, 50L wing tanks, dual control, 55-60kts cruise, or consider swap for Airborne Edge X Trike. Aircraft located at Cowangie VIC. \$22,000 Ph Peter 0427 698 737 or 03 9728 5110

2562 AIRFIELD, DRIFTER, ROTAX 503

Airfield WW II, price slashed, flood free all weather, 752 mtrs long on 61 acres, 40' shipping container & large water tank. \$169,000. Drifter- Lightweight 503 DCDI, TT 69hrs, dual controls, Icom radio intercom and headsets. Excellent condition. \$15,900. Rotax 503 DCDI & assorted spares, radio, fuel pumps, C-Type gearbox, etc. Toowoomba QLD area. Ph 0405 382 235

2563 JABIRU 2.2 SK 19-3521



"Total airframe and engine 165 hrs engine. Service every 25 hours, Large Wheel & Spats included but not fitted, 65ltr tank with New electric fuel gauge, up grade undercarriage. Tank Relined, New Propeller. New Odyssey battery 625. Cruise 90kts @ 12/15ltr per hour, New Sweet apple propeller, All necessary instruments, Nil accidents, Excellent condition, Always in a hangar, Beautiful aircraft to fly, Climbs at 1200 to 1500 feet p/m. Also has a photo bay on pilots side, Adelaide SA. \$38,000 (\$41,850) REDUCED !! Email: Adelphipt@yahoo.com.au Contact Nick Ph 0415 835 149. Will deliver free of charge anywhere in Australia.

2564 SAVANNAH VG



27kts stall with flaps, 32 kts clean. 90L fuel, 14L / Hour at 4900rpm 90kts cruise. Factory built, Rotax 912, 630 hours TT airframe and engine. Registered 05/06, maintenance log book. : AH (vacuum) Skydat, Garmin Aera GPS, strobes, lights, transponder, ICOM radio. Always hangared, (STOL). Masses of room. For quick sale \$66,000 NO OFFERS. 12 months insurance. Heck Field Ph Tony 0417 745 800 / ynonott22@bigpond.com

2565 SINGLE SEAT RANNS S14



Excellent condition, recon 582 ROTAX with 15 hours and logs, new alloy 40lt centre tank, plus two 38lt wing tanks. \$19,900 Always hangared. Includes radio and GPS. Ready to fly away. Ring George 0439 882 186 George Town Airfield Tasmania

2566 FOR SALE

One third share in Skyfox Gazelle located at Caloundra Airport Queensland. 915 airframe flying hours. Price \$12,000 Phone Peter on 0429 144 991

2567 JABIRU J160C



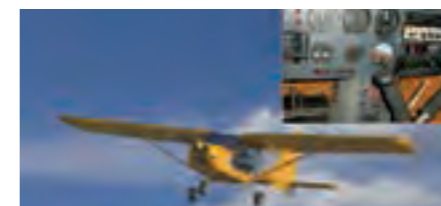
Factory built in 2007, total time flown 120 hours, fitted with standard instruments, permanently hangared, not used for training. Contact Paul. Mobile 0428 661 902. PRICE: \$68,000 including GST

2568 KR2 - FAST & FUN



Jabiru 2200 engine, 110 Hrs TT, Sweetapple Propeller, Galaxy Ballistic Chute, XCom 720 Radio with Intercom, 110lt Fuel Capacity, L2 maintained, Always hangared, 110Kt Cruise, 15lt/hr, \$31,000, 07 4095 3956, 0419 654 048, more at <http://athertonairport.com.au/atherton/forsale/kr2>

2569 FOXBAT A 22



27kts stall with flaps, 32 kts clean. 90L fuel, 14L / Hour at 4900rpm 90kts cruise. Factory built, Rotax 912, 630 hours TT airframe and engine. Registered 05/06, maintenance log book. : AH (vacuum) Skydat, Garmin Aera GPS, strobes, lights, transponder, ICOM radio. Always hangared, (STOL). Masses of room. For quick sale \$66,000 NO OFFERS. 12 months insurance. Heck Field Ph Tony 0417 745 800 / ynonott22@bigpond.com

2570 FACTORY COMPLETED BRUMBY



Here is a plane that is a pleasure to fly & has been maintained by Brumby at Cowra since I took delivery. This plane is in as new condition & has always been hangared. 14mths old 40hrs TT. It has a Jabiru 3300 Motor, Dynon Flight-deck160 with all monitors installed; inc CHT, Fuel Flow, AH, Trutrack 2 axis auto pilot, Lowrance Airmap 2000 coupled to the auto pilot, Icom radio & intercom, Bendix king transponder & leather seats. It looks & flies like a dream. Only selling because of health. Ring 02 6973 1261 or 0427 001 642

2571 JABIRU SK



TT 209hrs, 2200 engine overhauled by Jabiru at 140 hrs. New Prop, Good Panel, includes VSI, DG & EGT, Icom radio, Garmin GPS III Pilot, 2 headsets, Strobe, Custom stripes, Wheel spats. Always kept in hangar. Located Bunbury WA. \$45,000 ono. Hangar also for sale \$15,000. Ph Greg 08 9586 3964 or 0408 746 391

2572 X-AIR 19-3194

Rotax 503, 366 hours TT. E/A. 3 blade Brolga prop. Std instruments. Radio, Landing light. Reg to Aug 2011. Will trade smaller single seat a/c. \$17,000 Ph 03 5382 4766

2573 JABIRU 160C



Reg 19-5042 built 2008 by Jabiru factory employee. Always serviced by Jabiru factory & 200 hourly service only completed recently. TT 203hrs on engine & airframe. No accidents or heavy landings. Flies extremely well; 100kt cruise; Lambs wool seat covers, 135lt wet wing fuel tanks. \$59,000 ono. For inspection & fly contact Scott 0418 448 293 SE Qld

2574 SAVANNAH FOR SALE.



Rotax 912 ULS. 3 years old. 285 hours airframe and engine. Regular maintenance by qualified LAME. Warp Drive propeller. Fuel flow meter. XCOM radio/intercom. COMMANT antenna. Original slat-wing for true STOL performance - 26 knot stall. MOGAS used for last 240 hours exclusively. Always hangar stored. Good condition. Reluctant sale. \$64,000 Ph 0417 141 542 Kym

2575 LIGHTNING



TT 55hrs. Jabiru 3300 120hp. Sensenich prop. Dynon EFIS+EMS. GPS AvMap. A/P Trio. Garmin GTX327. Com SL40. Cruise 135kts, 22Lts. Leather Upholstry and Trim. Always hangared. \$129,000 no GST. Ph. 02 6559 2599. 0408 312 601

2576 KITFOX MODEL IV 19-7550



Attractive Radial cowl model only 30hrs TTIS. 80 hp Rotax 912 UL, Warp Drive Prop, Grove Undercarriage, Matco Brakes, Bush Wheels, Maule Tailwheel, Hooker Harness, Heater, L.Range Tanks, Folding Wings, Droop W.Tips, Strobe/Nav. Lights, VHF, ASI, VSI, ALT, Compass, Turn Co-ordinator, Tacho, OT, OP, CHT, EGT, Volt&Amp Meters, Compass, Wheel Spats (not fitted). Mangalore, Vic. \$54,900, Marinus, 0407 191 043

2577 AIRBORNE XT912



11/07 Build, Streak 3 Wing, 410 hours. Two helmets, Microair radio, EQ1 wireless intercom and headsets, GPS, compass, engine cover, prop net, tall windscreen, bar mitts, flying suits, custom trailer, heavy duty covers, mostly hangared, many other extras. Maintained to high standard.

\$45,000 consider Outback as trade. 02 6567 1124

2578 THRUSTER T300



1994 model T/T 351 Rotax 582 good condition \$15,500 Phone Brad 0449 798 809

2579 JABIRU J230C



Factory built. Natfly 2008 winner. 24-4937 Excellent condition. Always hangared. TT404hrs. Microair radio, transponder, Fuelscan 450 (couples to GPS) Low fuel light, New battery, Dual strobes, Heater, 10 ply tyres. Serviced every 20hrs, Many extras. Best value for money touring aircraft on market. Ph 0418 930 100 \$83,000. **Please call in August.**

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Immaculate condition only 165 hrs TT. 100hp Rotax 912. Dynon EFIS D100. Garmin Mode C transponder. Garmin radio. AvMap large screen colour GPS. Dual fuel flow meters with electric fuel gauges. Electronic trim. Fully maintained by LAME. Always hangared. \$118,000 + GST. Phone 0411 471 273 for more details.

2581 XT912 - AIRBORNE TRIKE



New SST wing with only 42hrs, base 446hrs, excellent condition, no incidents, always hangared & covered - c/w high windshield, heavy duty covers, cargo bag, overnight cover, landing light, strobe, radio & intercom, bar mitts, pylon bag,

engine cover. Ideal set up for touring. Great buy at \$50,000 Phone 0419 518 353. Registered trailer with storage boxes and wing carrier also available.

2582 ZENITH 601 XLB



New SST wing with only 42hrs, base 446hrs, excellent condition, no incidents, always hangared & covered - c/w high windshield, heavy duty covers, cargo bag, overnight cover, landing light, strobe, radio & intercom, bar mitts, pylon bag, engine cover. Ideal set up for touring. Great buy at \$50,000 Phone 0419 518 353. Registered trailer with storage boxes and wing carrier also available.

2583 ZENAIR 601HD - 19-5093



TT 170hrs, 90knot cruise @ 14L/ph, 105hp ea 81 with Rotax gearbox 74inch 3 blade carbon fibre prop, in excellent condition, regretful sale, Impeccable handling, fun to fly, great cross country aircraft with large luggage area, quality build, incredible visibility, easy to land, hydraulic brakes, electronic pitch trim, 2pac white, 60L tank, \$38,000 o.n.o. Ph: 0488 006 214 - Will deliver at Fuel Cost. For more pictures email mikehille79@yahoo.com.au

2584 SKYFOX GAZELLE FUSELAGE

Complete Fuselage for sale. Straight, nil accidents. Includes stainless steel firewall, windscreen and doors. Currently stored near Kingaroy Qld. Photos available on request. \$5,000 ono. Ph John 0427 757 922 or email johnmcbryde@gmail.com

2585 LIGHTWING 912S



Lightwing 912s, 1607 hrs TTIS, in very good condition. Owned and maintained by an L2 and used for private use only. Full maintenance history and

manuals available. This is a very tidy well sorted aircraft that flies exceptionally well. \$45,000 Ph 0419 132 777.

2586 SUBARU EA81 ENGINES



Two fully overhauled Subaru EA81 engines. New or overhauled everything including Crow ultralight cams. Heaps of spares, twin points distributor, bead blasted and painted rocker covers and sump. Ready to start, like new. \$1500 for both, will split for \$850 each. Email for more details and photos aejohnson@bigpond.com Ph 0418 777 156

2587 JABIRU 55-3936



\$36,000. Much loved Jabiru in excellent condition. Flies like a dream. Transponder, wing tip strobes, all books up to date, factory built, hangared and maintained by L2 during its 1500 Hrs. T.T. [solid lift motor]. Ph Stephen 0418 335 041. Tooradin Vic.

2588 ROBERTSON STOL B1-RD

The ultimate STOL fun machine, this 95-10 built by Robertson Aircraft Corporation using standard aircraft components. Massive 162sqft wing gives stall speed of 15mph and cruise speed 38mph. Website www.ultralightnews.com/antulbg/b1rd_ultralight.htm. Original Cuyuna 30Hp plus spare Rotax 503. \$5,000 John 0427 757 922

2589 SYNDICATE SHARE



Long running syndicate based at Caboolture has share available in our FOXBAT A22 Valour. This aircraft has yoke controls, Dynon D180 EFIS, Garmin 296 G.P.S. and Transponder, as well as standard instruments. Rotax 912S. Approx 320 Hrs. A fantastic performer and a pleasure to fly! Would also be interested to hear from other private syndicates around OZ. Please call Chris Pfeiffer for details 0417 621 097

2590 AEROPUP KIT



Unassembled. Complete with construction manual and drawings. Side by side seating. Heaps of

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2591 FOXBAT A22

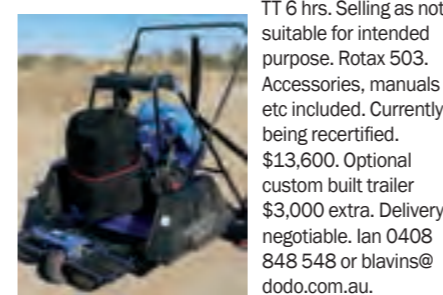


New aircraft has arrived so we are sadly parting with our much loved Foxbat A22. Factory built 2007. 912 100 HP TT 900Hrs. FLYDAT , G.P.S. as well as standard instruments. Complete and comprehensive maintenance history. Please call Chris Pfeiffer for details 0417 621 097. \$66,000

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96model, helmets, intercom, radio, covers, certificate of airworthiness, all logs recorded, 525tt, 125hrs on full engine rebuild, 280hrs on edge wing, no wanna be Mavericks please, \$8,000 Ph 0415 235 084 steadie@live.com.au

2593 AEROCHUTE DUAL



TT 6 hrs. Selling as not suitable for intended purpose. Rotax 503. Accessories, manuals etc included. Currently being recertified. \$13,600. Optional custom built trailer \$3,000 extra. Delivery negotiable. Ian 0408 848 548 or blavins@dodo.com.au.

2594 PARTS FOR SALE

Dynon AP 74 Auto Pilot Interface Vertical Mount (PN 100852-000). New in box, unused with all accessories \$200, Dynon AOA / Pitot Boom Unheated. New \$100. Contact: Geoff Mob 0405 181 122 Home 02 4947 2393

2595 MINICAB 19-7218



Formerly VH-D.G.U This aircraft has been fully restored. New Fabric and Paint, New Instruments, Radio, Intercom. New Interior. Airframe has a total time of 505 hours. Engine is a continental C-85 with 900 hours to run in first life. 95 knot cruise at 15 litre per hour at 2250 RPM Price \$36,000. Ross 0418 502 270

2596 LIGHTWING



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A210 radio, Sweetapple prop +spare. For a quick sale \$34,000 ONO. Phone 0409 496 821.

2597 JABIRU J230 D



Factory built 2007. TT 240 hours. Full glass house instrument plus back up analogue gauges. 296 colour GPS microair radio and transponder. Landing lights, beacon and wing trip strobes. Remote power plug. L2 maintained. Always hangared. Very complete plane and a joy to fly! Will deliver anywhere in Australia. \$79,000 inc GST Contact Neil 0411 435 270

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2600 POWERED PARACHUTE & CUSTOMISED TRAILER

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2601 SONERAI II



Sonerai II Mid wing variant, 28-1092, Was on VH register, Great Plains 2180cc engine, 110kts cruise, TTA 800hrs, TTE 100, Tandem seating, Basic instruments, Mode C transponder, Folding wing variant, Duel ignition, Strong aircraft to fly and have fun with, Limited to +-4.4g's, Located South Coast NSW, \$34,000 ono, Call Matthew M: 0408 682 080.

2602 SPORTSTAR



2 seater light sport aircraft. Fully optioned with Dynon D 180 EFIS with a 7" colour LCD, Tru-Trak auto pilot linked to a Garmin 296 GPS. Aircraft is approved for night VFR. Rotax 912 with an electric in-flight adjustable pitch prop. Always stored in hangar with the total time in-service of 75 hours. \$125,000 + GST. Contact: Alan 0400 883 097 or Basil 0412 925 300

2603 ZENAIR 601 HDS



Firewall back kit. Empennage and Left wing completed by retired Flight Engineer. Right wing partially completed. Kit comes with all tools to complete, plus comprehensive written and photographic log. For numerous reasons I will probably never complete and fly this aircraft. \$16,000 neg. Call Bob 0427 848 148

2604 RANS S7 COURIER.



19 - 5144. 322hrs. Rotax 912 100hp. Immaculate Condition. Best presented Rans in Australia. Pls email me for more info and more pictures. \$50,000. ONO. Larry at larry5843@gmail.com

2605 19-4043 ZENITH 701



32.2 hours, EA81 Engine with reduction drive turning 3 blade 72" ground adjustable prop. 80lt tank. Microair Transciever. Not flying at present due to unfinished modifications to wings. Can be viewed in Canberra. \$28,000 ono. Ph Bruno 0408 966 181

2606 RANS S14



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2-cylinder, 2-stroke liquid cooled engine with rotary valve inlet, electronic dual ignition, integrated water pump and thermostat, exhaust system, carburetors, rewind starter, Weight 47.2kg including exhaust, gearbox with integrated electric start.

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BOARD MEMBERS NOMINATION LIST 2011

Nominations received as at 4.00pm EST, Tuesday 31st May 2011

ACT/NSW (1 position)

David Caban - David Gardiner - Graeme Hutchinson - Colin Jones - Donald Ramsay

SOUTH AUSTRALIA (1 position)

Ed Herring - Bas Scheffers - Ian Shaughnessy

SOUTH QUEENSLAND (2 positions)

Myles Breikreutz - Kelvin Hutchinson - John McKeown

VIC (1 position)

William (Bill) Cain - Brent Christensen - Lorraine MacGillivray

WA (1 position)

Edwin (Ed) Smith - Gavin Thobaven

Notes on the Optional Preferential voting system:

The Board has resolved to adopt the Optional Preferential System of voting for Board vacancies. This is the method used by the Australian Electoral Commission for the election of members to the Commonwealth House of Representatives and requires that for the vote to be formal the voter shall mark the candidates in order of preference of the voter, starting with the number 1 for the candidate of first choice and then numbering consecutively from 2 onwards for as many candidates as the voter may wish to state their preferences, saving that the voter shall mark at least the number of candidates as there are vacancies in the ballot. If the voter wishes to mark only one candidate, that candidate may be marked with a tick. A ballot will be held for each of the regions listed above. Voting will close at 4.00pm EST, Friday 12 August 2011. A ballot paper is inserted in copies of the July 2011 Sport Pilot magazine where a vote is required. Counting of votes will be by the Optional Preferential System.

Julie Roll, Returning Officer

Member's Statements appear in alphabetical order of surname.

WA ballot

**EDWIN SMITH**

During the two years of my tenure as board member for W.A. the RAAus has experienced a number of operational problems. The financial position of the organization, while fundamentally sound, experienced an operating loss over the previous financial year due in part to staff costs, magazine costs not matching revenue and through difficulties encountered in managing the two year subscription program that was trialed over that time.

At the same time our membership numbers plateaued so that the increase in costs was not matched by an increase in revenue from increasing membership. The easy solution would have been to have increased membership fees across the board and while there was a vigorous debate about this at the board level the

outcome was only a modest increase across a range of fees. As membership fees had been fixed for some time this was a reasonable solution.

We have seen a gradual change in the aircraft types flown by members away from the origins of our organization towards the modern high performance aircraft that we now have. Unfortunately these are quite expensive and their ownership will be restricted to those with enough finances to afford the \$100,000 plus figures that many of these cost. This may well lead to a decline in our membership numbers to those fortunate enough to own them. Perhaps it is time for the RAAus to seek ways to re-awaken interest in simple and inexpensive aircraft by encouraging the development of some new ultralight designs that would attract new and perhaps younger members into our sport. This is a challenge that we must face to grow into the future.

Our organization has grown to be a significant body but its organizational structure has

not kept pace with this. I believe that it is time for a structural review to seek ways to keep costs under control and to use our valuable staff resources more effectively. We are fortunate to have experienced senior staff who have a wealth of knowledge and who should be given the opportunity to participate in a review with the aim of improving their working conditions while maintaining our high standard of service to members within the challenges of the changing environment in which we operate.

In seeking re-election I will undertake to work towards resolution of the issues outlined above for the benefit of our members.

Statement under By-law 4

I own and operate Howatharra Aviation as an RAAus approved flight training facility, I am a director of Howatharra Investments Pty Ltd which acts as agents for a number of European Aircraft and engine manufacturers and which retails ready to fly and kit form aircraft.

Edwin Smith.

GAVIN THOBAVEN

Thank you for the opportunity to introduce myself to our membership.

I am 47 years old and I am employed as an operational police officer here in West Australia. I have been a member of the WA Police for about 30 years.

I am the sitting president of the Superlight Aircraft Club of WA which is arguably the most diverse aviation club in the country. We have an active club with all classes of sport aircraft represented on our airfield i.e. RA-Aus, GA, ASRA, GFA and HGFA. It is wonderful to see how the differing classes of aircraft and their pilots are able to interact in a harmonious environment to the benefit of all members. As a club we also recognise the role of youth in keeping our sport alive, to this end we have an arrangement with Scouting WA to make our airfield and aircraft available for youth weekends which have proven very popular and successful.

I have had a lifelong interest in flying and aircraft and I was lucky enough to be able to realize my ambition to fly through Sport Aviation and RA-Aus. My ongoing enjoyment of this pastime has been as a result of good management by our governing body and we must all be very grateful for their efforts. I now believe it is time for me to give something further back to our sport.

I can see future challenges for our sport with new and altered aviation legislation. I believe that my experience in dealing with legal procedure and interpreting legislation would be of some benefit to our membership. I also recognise that we have the opportunity to expand our sport through the active involvement of young people, it is always invigorating to see young people enjoying our sport.

I am well aware of the obligations for people sitting on Boards of Management. I am a current sitting member on the Board of Directors for the WA Police Union. This involves me inter-

acting with members and interstate/international representatives and members of parliament in addition to contributing to the management of the large and diverse organisation.

I do not own or operate any aviation based business. My only interest in aviation is the huge enjoyment I get from the gift of flying my aircraft and sharing the experience with others.

I have the ability to analyse issues and work in the team environment to achieve common goals. I am not afraid to make the tough decisions and if need be to vigorously debate matters to achieve the best possible result for members. When combined with my enthusiasm about the future of our sport, I feel that I would be a valuable addition to our governing body.

**DAVID CABAN**

I, David Caban of 30 Braye St Mayfield NSW am once again honoured to be nominated as an RA-Aus board candidate for the region of NSW, which I have held for the past twelve years. I have been involved with ultralighting for about 23 years and have been a member of the RA-Aus for about 20 years. I presently hold the position of RTO (Regional Technical Officer) for NSW. I have been a level 2 maintenance authority holder for 17 years and in that time have completed many TDP's and UACR's as well as helped with all other aspects of technical issues including accident investigations. During this time, I have also rebuilt, repaired and modified many different types of aircraft, usually on a voluntary basis.

I am an accredited accident investigator. You will no doubt recognise me for my contribution to NATFLY where I have been the coordina-

tor for the last twelve years.

From September 2005 to September 2006 I held the Executive position of Secretary of the organisation and from September 2007 to September 2008 and December 2009 to November 2010 as Treasurer.

My ongoing mission as a board member will be to promote the current and future activities available to RA-Aus members and to supply the RA-Aus with the views of the members whom I will be representing. Also I intend to respond to those members with feedback on issues that are concerning them as well as all other aspects of our sport. I believe that the RA-Aus is it's members and so, as individuals, we need all the support we can get. I don't like bureaucracy or rumours any more than anyone else so when the opportunity arises to achieve results, I would like to be in the front line where I could better assist my "team". My commitment to running NATFLY is just one example of this.

Although the theory of "a new broom sweeps clean", history and corporate knowledge is generally maintained with the ongoing commitment of long standing board members.

All those within the recreational aviation fraternity who know me will agree that I am usually ready to offer any assistance and strive to avoid making any promises that are hard to keep. As I am also the RTO for NSW, this could mean 'one stop shopping' for most members in this region.

I travel extensively throughout New South Wales during the course of my employment and as such, can visit many locations and assist many members.

I believe in the statement "Minimum cost, minimum regulation and maximum fun", although safety must not be compromised under any circumstances. As I am of a technical background, I am always ready to offer advice or assistance to keep our sport safe and not jeopardise the position of RA-Aus or it's excellent safety record.

I urge all members in NSW to cast your vote for me and not be swayed by rumours from non RA-Aus sources.

I have no financial gain from aviation at this time.

Dave Caban

**DAVID GARDINER**

I would firstly like to pay respects to former New South Wales member Carol Richards. Carol initiated and worked tirelessly on several programs,

such as the GYFTS scholarship program, and most notably NatFly. Her work in coordinating activities for this premier event for recreational pilots has been tremendous, and NatFly is an enduring legacy of those efforts.

Recreational flying is a new-found passion for me. I had a brief encounter with GA 12 years ago when I learned to fly in a Cessna 150. After soloing, the cash ran out and so did my interest for several years. I took up flying again in a Piper Warrior, but this time I had difficulties in gaining a medical to solo. That is when I stumbled across recreational aviation and saw the advantages of it being more affordable and having fewer restrictions for getting into the air. My passion was ignited, and I had great fun and challenges learning in a Jabiru and gaining my Pilot's Certificate in August 2009. Now I look forward to getting my cross-country endorsement. I feel privileged to be able to head off on a sunny day and gaze at the landscape.

When I joined RA-Aus in 2008, I had an interest for not only flying, but also knowing more about recreational aviation - the culture, the

history and where it was heading - and to help where I could. I volunteered my services and ended up helping John Brandon to revise his web tutorials. I made submissions to papers on the weight increase and ADS-B. I donated fuelling equipment for an aero club. I designed a promotional brochure for the Canberra Region Aviators Association. Now I am ready to do more for the wider aviation community.

My background is in digital editing and publishing. I am a qualified professional editor working for a legal publisher. Also, I have run a freelance business since 2004, and have handled jobs for Australian Government and international academic clients. Previously, as a rural catchment coordinator, I organised and presented public meetings with guest speakers, prepared posters and brochures, published articles, presented conference papers, managed state government tenders and contracts, and acted as Executive support for several project committees. With broad skills in web design and content development, graphic design, and promotional writing, I am well able to take on a role in communications.

At this time, RA-Aus needs strong direction in communications activities. There can be no shortcuts, nor is there room for those who seek accolades. Having been to the last NatFly held at Narramine, and both those at Temora, I can see there is room for a little improvement. The first consideration is to give members what they need; involve them and the local community. Their feedback must shape the event's

format, and only then can planning begin. I am in a good position to take over the coordination of NatFly, having previously managed small events at the "grass roots" level. I used to organise public meetings and field days for farmers and landcare groups. As the main coordinator, I devised programs, scheduled speakers, liaised with landholders for access to properties, prepared brochures and info kits, organised local caterers, set up displays, take photos for later promotion and write-ups, and present talks. I've had my share of radio interviews and media releases too. A little high-level planning and promotion is essential to manage the logistics.

Similarly, the RA-Aus website is undergoing redevelopment, and my skills in web design, content management systems and online publishing would be of benefit in helping to develop materials and services that members need. Initiatives are required to recruit new members, and social networks and websites are key to achieving new means of promotion. The GYFTS scholarship program also needs much wider promotion to engage the interest of young flyers.

When you cast your vote, think about what RA-Aus needs at this time. It is not only longevity in aviation that matters - essential skills and enthusiasm are just as important.

I declare I have no commercial interests in aviation whatsoever.

David Gardiner

To vote for the board representatives in your region use the ballot paper and envelope provided with this issue. Voting will close at 4.00pm EST, Friday 12 August 2011.



COLIN JONES

Aviation Employment Statement. "I hold no positions in any aviation related organisation which pays an income, remuneration or honorarium"

Relevant experience:

- Ra-Aus Certificate, flying out of The Oaks, near Sydney
- Retired Professional Engineer and IT Manager - Telstra & OTC
- Retired National Treasurer (honorary) of a major member based advocacy not-for-profit (income exceeding \$20Mil over 80 staff)
- NSW Branch President of the above not-for-profit
- Committee member of a number of small local social, sporting and youth organisations
- Ashfield (NSW) Citizen of the Year 2010
- Australian Defence Medal (RAAF Reserve)
- Motorcyclist

As a Professional Engineer and IT Manager I have had significant experience in turning needs into solutions using technology. This

required making the business case, determining standards, issuing and selecting tenders, employing staff and ensuring that the solutions were implemented in accordance with needs, met requirements of timeliness, costs and utility.

As the Treasurer, being part of the executive team, I had oversight of the organisation which was operated by a CEO. The function of the executive was to represent the members, setting the targets budgets and fees and monitoring the operations. With changes to the legislative basis of existence there was regular needs to review the rules of the organisation to ensure compliance and, as we changed through a range of mergers, to ensure equity and fairness of outcomes as well as representation and governance.

My involvement with Recreational Aviation is recent, however I have a life long family association with aviation where my father and uncles were commercial pilots and my brother a LAME. An early decision to go to University limited my choices to flying or eating and later having a family had the same effect. Having the kids off my hands meant I could once again indulge, now in RA, and it is bringing

much enjoyment.

I am offering myself for election as I believe I have qualifications and a range of experiences that will be useful to the board and of benefit to the members. I understand that there are issues of transparency and representation which are causing some debate as well as how the organisation is travelling financially and as the representative body of the members and as the delegate of CASA. As the board of a member based organisation the RA-Aus board must face these challenges which are unlike those of a public company where you can sell your shares and just walk away.

It is my intention to fly around and see a lot more of NSW from upstairs. I hope to meet more rec flyers. If I am elected I hope to exchange views and gather the opinions of members, particularly those who can't get to NatFly, the AGM or other RA-Aus sponsored events.

Recreational aviation is fun, deserves to be sponsored to the rest of Australia and needs better access to more airstrips, without that access being undermined or compromised by CASA, government or local councils

Col Jones

GRAEME HUTCHINSON

Fellow RA-Aus members. My name is Graeme Hutchinson and I have been an avid enthusiast and supporter of recreational aviation. I have been an RA-Aus pilot and member for ten years. For the last five years, I have supported RA-Aus at our national fly in at Narromine, Temora and Monto as a support team for RA-Aus operations assisting with first response with any issue. This included aircraft escorts, marshalling, crowd control or emergency situations in the green John Deer Gator as GO Team Alpha, and until last year, I have been on the aircraft judging team for these events.

I am 58 years of age and, like all of you, love flying with a passion. Yet it takes more than this to manage the ever growing fraternity of recreational aviation and if elected as a NSW board representative, would like to continue to assist members in sharing the passion.

RA-Aus embraces aviators in different types of aircraft with three axis being the fundamental evolution of RA-Aus flying. However in the spirit of recreational flying, RA-Aus has welcomed other types that have joined the ranks as a growing part of today's recreational aviation, such as Powered Parachutes and Microlights.

I am currently undertaking my three axis en-

dorsement as time allows, however my main passion is with Powered Parachutes.

I am the CFI of Hawkesbury Powered Parachute Centre, Pilot Examiner, Instructor / Trainer and an RA-Aus Accident Investigator.

And so you see the passion runs deep and I would welcome the opportunity to be part of the RA-Aus board and the challenges ahead.

I have operated my own retail business successfully for the past 22 years with a current staff of 11 and have the experience in the management and operations of a national company. I am the President of the 4th Battalion Descendants Association, a members of Lions, and a Rural Fire Service for 30 years, holding most positions during that time including President and seven years as Captain, having participated in four active campaigns.

I have recently established The Cowra Break Away Program for disadvantaged children, Barnados find a home for kids, children with illness and other worthy organisations where we treat them to a weekend of activities based at my hangar in Cowra NSW (can be viewed on Youtube.com under Cowra Break Away).

We have a very committed office team who are the arms and legs of RA-Aus, without this dedicated team to make everything happen, the Board is purely a policy body. Operations,

Technical, CEO and dedicated office staff are some of our greatest assets relished by other sports aviation organisations and the day to day backbone of RA-Aus.

It does not matter what we fly, we all enjoy the freedom of flight and keeping the dream alive and paving the way for safe, affordable recreational flying.

I am not going to state that this is what I will do if elected or this I would change if elected, as I believe that in any recreational governing body, actions speak louder than words, a strong active, hands on team who are committed to uphold and protect our values with good Governance, sound business practices, and strong Board management. A correct and transparent decision making board, will further insure that the privileges of RA-Aus members are retained and enhanced both now and in the future, in keeping with the vision and mission of RA-Aus.

By law 4 statement

I own and operate an RA-Aus flight training facility; Hawkesbury Powered Parachute Centre in Richmond NSW. Any remuneration is through this facility.



DON RAMSAY

I live near Newcastle at Lake Macquarie and fly mostly out of Warnervale on the Central Coast.

My qualifications include a Commerce degree from the University of Newcastle and I'm CPA qualified. My career in Finance Management was mostly with BHP and Rio Tinto in Newcastle, the Hunter Valley and Sydney. I retired in February 2011.

Why have I decided to stand for election?

RA-Aus is not a small organisation. It has nearly 10,000 members and annual income exceeding \$2 million. The Board doesn't really need more highly experienced aviators. I think it would, however, benefit from the Organisational and Financial Management expertise that I can bring to it.

I have been motivated to stand for election to the Board because I have been alarmed by the lack of financial planning and poor reporting to the Board and virtually non-existent financial reporting to the membership.

The need to increase fees and charges can, I think, be traced to the lack of good financial management prior to the appointment of the current Treasurer.

I have also been concerned by the preference of a significant part of the current Board to operate with an unreasonable level of secrecy. This was clearly demonstrated by state-

ments from Board Members at the recent NATFLY 2011.

What would I do if elected to the Board of RA-Aus?

- Greatly improve two-way communications between the Board and the Members. Getting the Members' views to the Board Room and getting what happens in the Board Room back to Members is just fundamental to being a Members' Representative and for the proper operation of a democratic association.
- Discover why our finances have deteriorated to the point that we've had to face raised fees and charges; and, to work hard towards achieving more efficient and effective use of funds. We do not seem to have gained economies-of-scale from the rapid growth in membership numbers.
- Develop financial reporting processes for the Board and the membership so that all can readily see how our finances are travelling over time.
- Review By-Laws made by the Board to ensure they serve the best interests of all the Members rather than just a few on the Board. By-Laws are just as binding as the Constitution rules but, where it takes a 75% majority of Members to vote a change in the Constitution, it only takes 7 out of 13 Board Members to create, amend or delete a By-Law.
- Understand the roles of Staff and their

relationships with the Board as they are now and work towards a clear definition of roles and reporting relationships that best serve RA-Aus.

• Assist in the preparations for and running of NATFLY each year. You don't have to be on the Board to do this but with Dr. Carol Richards off the Board and Mr Caban's Board Membership being contested, there will need to be a Board Member or Board Members made responsible for the overall planning and execution of NATFLY 2012.

• Contribute to the re-development of the RA-Aus website to ensure it provides the functionality that makes dealing with the RA-Aus Office easier and the facilities that we would most benefit from like, e.g., Weather in plain English.

• Defending airports from closure should be a major priority for RA-Aus as should supporting organisations like CRAA who are trying to establish a new RA friendly airport in the ACT. Email: dramsay47@westnet.com.au

By-Law 4 declaration:

I have no positions of income, remuneration or honorarium in any organisation with aviation related interests.



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ED HERRING

Dear Members

It is my intention to stand as the South Australian RA-Aus Board Representative, and it is not my intention to change the world immediately, but to ensure that the long term goals of our great organization are met.

Board Members have that responsibility and MUST work together to achieve the organizations goals....!

I have no primary commercial interests in Aviation. I am the General Manager of a successful transport business having been in this position for many years. I am the C.F.I. of Goolwa Recreational Flying School and as such promote Recreational Aviation and all types of Aircraft including what we use in our School.

I am currently the President of the Sport Aircraft Club of South Australia Inc., a group of enthusiastic Builders and Pilots of Sport and Recreational Aircraft. I am regularly in touch with Aviators who are both Professional and Recreational Pilots from all walks of life. I value the opportunity to tap into their vast experience.

Individuals that know me personally will agree that I respect the opinions of individual aviators and enjoy their aircraft.

There is no doubt that the modern Recreational Aircraft has been one of the reasons behind the enormous growth of RA-Aus. As an RA-Aus Member, I am of course a beneficiary of having access to these types and enjoy the privileges of being a member of our great or-

ganization. We must however remember where we came from, and ensure that we preserve, maintain and promote "Grass Roots" Aviation and encourage Pilots and Builders in their endeavors to achieve safe low cost flying with both Factory and Amateur built and CAO 95.10 and CAO 95.32 built Aircraft.

Along with my absolute passion for Aviation, I am of the opinion that I have the management skills and aviation background required to represent all RA-Aus Members. I will be judged on my opinion and I will except the outcome whatever it may be.

I do ask that at this election, that all Members consider their voting options carefully but above all actually take the time to vote. Apparently only about fifteen percent of us normally bother to vote, and if you forget to put your member number on the form it is invalid, so let's make a change so that together we can make a difference...! Please consider that if I am successful I will be working for you the Member.

Briefly my aviation experience started when I achieved a lifelong dream to fly in 1987 when I trained for my Un-Restricted Private Pilots License in Mount Gambier in the South East of SA. It was also in Mount Gambier that I was introduced to what I considered at the time and still do, "real flying" when I joined the AUF and converted to a Hughes Lightwing. It is interesting that I remember my GA "mates" at the time thinking that I was crazy, that was until they had a go themselves. Then along came

the first of the Jabiru's in the flying school and as they say "the rest is history". Eventually I became an RA-Aus Instructor, which is one of the tools which allows me to mentor others.

In more recent times I purchased a Powered Parachute (Aerochute) which is a lot of fun and I try to fly it as much as I can. In my opinion, real "Grass Roots" flying.

Currently I still fly and enjoy GA regularly and being the CFI of a Recreational Flying School, I get to fly a lot of different types of aircraft and meet the Pilots on a regular basis. The biggest thrill I get out of Recreational Aviation is being in a position to Mentor Students and Pilots alike and also being in the position to learn from their experience, I will never want to stop learning from others.

If I am elected to the RA-Aus Board I will honestly and transparently represent all members to the best of my ability. I have always been a great listener (unless you ask my Wife) and I am looking forward to the opportunity to represent South Australian RA-Aus Members if you so wish. I am contactable on the number below at any time Members or prospective Members have questions or comment.

Best Regards
Ed Herring



BAS SCHEFFERS

Recreational Aviation Australia is a great organisation that has brought safe, affordable and enjoyable flying to a great many people thanks to the efforts of the board, staff and volunteers over the years.

Crossing the ten thousand members mark puts RA-Aus at a cross roads where it no longer is a club; it is now a major organisation in a unique position to leverage its size to do even greater things for personal aviation in Australia. Through sound economic decisions and investments as well as our influence in Canberra growing with each new member and aircraft registration, it is time to take things to the next level.

But that next level can only be achieved through modernisation. RA-Aus needs to communicate better to its members and the media and needs to become more efficient in member and aircraft administration. What we need to go forward without breaking the bank is a sound strategic plan that takes in the needs

and goals of all pilots and aircraft owners from powered parachutes to state of the art fast cruising aircraft.

My name is Bas Scheffers, pilot and aircraft owner, and it is my goal to work with board, staff and members to create the future of RA-Aus without sacrificing the current and past. Immigrating to Australia 4 years ago helped me realise my dream of flying. Thanks to RA-Aus, flying is affordable with a minimum amount of red tape and easier to achieve than almost anywhere else in the world.

As an IT professional working on anything from small business websites and mobile applications to electronic trading systems for the world's largest bank, I am astonished by the lack of technology used by RA-Aus for communicating with members and media as well as for member and aircraft registration. While the new website is a great step forward, I can't help but wonder why we have multiple full time staff typing faxed forms into databases which are unable to automatically send out renewal notices on time.

With affordable technology investments, the same people could be freed up for serving the members with better communication and better and quicker service in the exceptional cases

that require personal attention.

Better communication also means a better way for board and staff decisions to be open to the members so that the board can be held more accountable for their actions, without the perception of secrecy that comes from a failure to communicate.

These are the reasons I am running to be the member representative for South Australia on the board of Recreational Aviation Australia: to create a plan, and personally help implement it, for a more efficient and more modern organisation whose running is open and accountable to members.

Your vote will allow me to do just that.

Since beginning flying over three years ago, I have attended and organised many fly ins around SA and beyond in my SportStar 4467. As board member I will always announce which ones I am attending, so it will be easy to speak to me in person, or you can always email or call me, I am eager to hear your ideas and desires for the future of RA-Aus.

Business interest disclosure: I am co-founder and director of OzRunways Pty Ltd, makers of mobile information and navigation applications for pilots.

Bas Scheffers

IAN SHAUGHNESSY

After having a four year break from the position of South Australian Representative on the Board of Recreational Aviation Australia, and handing over to Lynn Jarvis who has done a fantastic job in representing the State, and indicated to me about six months ago that he would not be continuing, I am prepared to apply to rejoin the Board and represent South Australia again.

In my previous period of serving the old AUF then the RA-AUS from 1993 up till 2005, I was the Treasurer for a period of 9 years and was proud of the financial position of the organization when I retired. Also in that time we moved from rental offices to purchasing our own offices. This allowed the records and archives all to be held in the office area and not in off site, in high cost rented storage. There was also improvement in Staff and Office conditions and compliance with the OH&S Act requirements for office employees A.C.T. I am also currently an Aircraft Accident Investigator and a RA-AUS Level 3 Maintenance Authority.

Several questions that were asked of me

at Temora was why is the RA-Aus still persevering with 95-10 aircraft, why not put them under 19 registration.

In the late 1980's there was a lot of home built aircraft flying with no control over them, although the A.U.F. was in operation they had no power to stop it. The Federal Government along with D.C.A now known as C.A.S.A. formed a House of Representatives committee (HORSCOTS) and after much deliberation we were given 95-10 for single seat and 95-25 for our 2 seat training aircraft, Drifters etc. If this act of Parliament is cancelled or removed we lose all our privileges and put VH on our aircraft. I consider that 95-10 is here to stay, and would like to see promotion of 95-10 in some form at the next NAT-FLY, maybe a fly fast of our history. Possibility a display of the aircraft that the Museum have at the Holbrook Airfield.

Another question was how many C.F.I.'s and owners of Flying Schools are on the Board: well surprising there is 5, out of the 13 board members. When asked the reason for the question it was stated that it is seen by some members, that it could be interpreted as not a fair representation of ordinary mem-

bers. And that some could benefit from decisions made by the majority. Although it has never happened in the past present some members see that conflict of interest could creep in to some of the decisions made by the Board.

In accordance with the By-Laws of RA-AUS and the Incorporated Bodies act of the A.C.T. I state that I am not employed by any Flying School as an instructor or receive any financial benefits from any Flying School. I am employed as an aviation contractor on a part - time / as required basis with Bolly Aviation Pty. Ltd.

I am not and have not at any time been declared a bankrupt or a discharged bankrupt and have no warrants or court proceedings pending or in action against me.

I look forward to working with the Board for the continuous improvement of our fantastic organization if elected.

Ian Shaughnessy



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MYLES BREITKREUTZ

Hello Members,
I once again am seeking your help and vote to keep me on our board of Recreational Aviation Australia.

We need to focus on keeping you the members abreast of matters of business, this is an issue that I am totally committed to. There have been claims of secrecy by the board, yes there was a motion of confidentiality and I moved to rescind this unacceptable situation. With this gone we can report freely back to you and report the health of

your organization.

We have heard the term "good governance" well organization governance is here and our organization must comply with this requirement or not be here. I am committed to make sure we follow all the steps to ensure compliance and therefore ensuring your Recreational Aviation Australia remains strong and viable so we may enjoy the privilege of flying.

Speaking of flying, did you enjoy the Monto Fly-in, I want to thank everyone who attended to make it a resounding success. You say it on this year, sorry no its not but I am now in discussion with all parties to ensure Monto 2012 and on will take place and be bigger and better. Should I be returned to the board I will ensure this event is a annual event from here on.

I declare that I am the CFI and owner of Balantree Aviation and the commercial interest is to ensure members in my area have an avenue to remain current to enjoy their privileges. I work full time with a major company that is not involved with aviation what so ever.

I am and always have been accountable to you the members and ask you to return me to the board not only to retain the corporate knowledge but allow for open and honest management also ensure the projects mentioned above come to realization.

We have come a long way and still have a way to go, I want your grandchildren's children to experience this great privilege of flying as we do. Please exercise your membership right.

Myles Breitzkreutz.

KELVIN HUTCHINSON

My name is Kelvin Hutchinson and I am nominating for the Southern Queensland Region Board position. I am 53 years old and currently live on the Darling Downs Queensland with my wife Denise.

I am a retired property developer now living on our rural property located near Allora. I am Chairman and a non-executive director on a number of major company boards throughout Australia.

My local airfield is Warwick (YWCK) where we have a hanger and office. I am a Senior Flight Instructor, L2 (restricted), Chairman of the Warwick Aerodrome Steering Committee and President of Queensland Recreational Aircraft Assoc. (www.qraa.info). I own and fly regularly my Jabiru J230D 24-7388.

Having been an owner operator of a number of major businesses over the years and with my current Corporate Governance, board procedure, financial management, business development and leadership experiences I feel I have a lot to offer RAAus if successful with my quest to become a board member.

I commenced Recreational Aviation activities in 1984 when I purchased Thruster No 5. I started the Darwin Ultralight Club with Rod Lawford and a few other aviation enthusiasts on a dirt strip just south of Darwin. Those were the days!

My aim as a Board member is to represent the interests of all members living in the Southern Queensland Region and broader membership generally.

I undertake to open further communication

channels between the board and the membership, promote further educational programs for pilots, safe flying and to work with other board members to achieve further flying privileges from relevant authorities.

I will do my best to visit as many clubs in the region as possible to listen to new ideas and any concerns members may have.

At the time of writing this statement I can confirm that I do not have any commercial interests in the recreational aviation sector.

Kelvin Hutchinson



JOHN MCKEOWN

I live in the city of Ipswich and I have been a continuous member of AUF/ RA-Aus for the past seventeen years. For the past four years, I have been on the RA-Aus Board as one of the three South Queensland representatives.

My personal philosophy as a board member is one of honesty, openness and transparency. I currently own a Bush Caddy and a Trike and I still love flying Drifters, having owned one for about 12 years.

Until I took early retirement, I was a State Industrial Division manager (responsible for Qld, NT and PNG) for a large multinational adhesive company.

I am currently semi retired, in that I work about 4 or 5 hours a week as a consultant and a supplier of epoxy adhesives and resins, pri-

marily to the boating industry.

In my younger days (mid 70s and early 80s) I was on the executive of the other AUF, the Australian Underwater Federation.

The position I held here for some years was that of Federal Technical Chairman, responsible for the news SCUBA standards and Scuba instructor standards.

I was also a NCAS level 2 coach and I held a World Underwater Federation (CMAS) level 3 instructor rating.

I also was one of two Australian members on the World Underwater Federation Instructor committee.

My core beliefs are that a recreational activity by its very nature, must be fun and enjoyable with minimal rules to make it safe.

I believe in personal freedom in recreation provided it comes with personal responsibility.

I believe quality instruction and mentoring is a far better method of improving safety standards than an over abundance of rules and regulations.

I believe the future of our sport lies primarily

in the quality of our flying schools and our clubs.

I also believe that as the representative of an area or district it is your duty to fully represent ALL the members of that area or district. That means you listen to their views, raise their concerns to the parent body, and bring back the reasons for parent body decisions.

I publish my phone numbers and email address and accept phone calls any time day or night.

Also in the interests of full disclosure I am overseas for three months but will return in early September, in time for the Board meeting (should I be re-elected).

I have internet access and an international mobile to keep in touch with SQ members and for board matters.

I respectfully ask for your vote for another term on the RA-Aus Board.

Thank you.

Statement under by-law 4

I have no personal involvement in the commercial side of recreational aviation.

WILLIAM (BILL) CAIN

Victorian members, for those who don't know me, I am Bill (William) Cain of Gippsland.

Currently I am President of East Gippsland Aero Club, an RA-Aus level 2 (L2) and Amateur Built Inspector (ABI), as well as serving on the assessment committee of GYFTS applicants.

I started in the aviation industry in 1962 and have spent my entire working life associated with aircraft.

I hold a LAME licence endorsed for light to heavy complex aircraft. During my career, I worked as an aircraft engineer and flew both corporate and airline aircraft as a flight engineer.

Additionally, I owned and held an Air Operators Certificate for RPT and Charter with an associated maintenance facility.

My career has given me experience in the commercial, legal, operational, engineering and regulatory aspects of the aviation industry and this knowledge I believe would be an

asset I could bring to the board of RA-Aus as they seek to further their achievements with the advancement of technical standards in our category of aircraft.

Given my background, I am not GA person, but a strong supporter of RA-Aus holding a pilot's certificate, flying my own RA-Aus aircraft.

My vision for RA-Aus is to keep regulation to a minimum level to allow safe operation. In order to keep our regulation to a minimum is dependent on the actions of our members.

Any diversion from our operations outside current regulations will see the demise of our hard won freedoms and lead to further regulatory action.

Visions

- Work to increase weight limit to 750kg
- Support GYFT program
- Hold AGMs at various locations to allow members outside Canberra to attend
- Support regional fly-ins at different locations

around Australia

- Work towards low cost liability insurance for L2
- Organise educational seminars on aspects of flying.

These are but a few items, there is so much more that can be achieved.

I would appreciate your support and vote which would allow me to work with other board members on these and other issues for advancement of our flying passion.

Statement under by-law 4

I currently act as a part time LAME RA-Aus L2 and ABI, am a board member of AvCap Pty Ltd (an aircraft leasing / charter operation) and receive no remuneration from any other aviation related source.



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BRENT CHRISTENSEN

Hello everyone. My name is Brent Christensen and I have been an active member of RA-Aus for around 10 years.

I'm 35, live in Melbourne and I work for a professional services organisation. I specialise in Information Technology Architecture, however I am considered a professional problem solver and I work with organisations to solve their problems, not only IT related issues, but also from a business process and analysis perspective.

In the aviation world, my weekend and spare time pursuit, I have experience in flying club Committee and Presidency, flying school operations, mentoring and assisting others whenever possible. That's when I'm on the ground, but when I'm in the air, I fly numerous aircraft types and have a range of experience and endorsements for weight shift and 3 Axis, including Powered Parachute through to high speed GA types. I have owned and operated four different aircraft over 10 years of which one I kit built and have clocked up around 1,500 hours flight time, which I wouldn't have been able to do without RA-Aus.

It is my opinion that the RA-Aus board doesn't need to consist of a dozen CEO's

from organisations elsewhere with years of management experience, but rather a group of individuals that share a similar enthusiastic passion for aviation. That group should be able to be presented with information from governing bodies, members and other aviation groups, then quickly evaluate the information and make an informed and rational decision, using their best judgement. In my opinion board should be made up of individuals from all industries, including flying schools, government and private enterprise.

It is my desire to represent Victorian RA-Aus members and to work closely with the board to assist in the progress of the organisation and to ensure we maintain our present freedoms and to progress where appropriate to expand on those freedoms.

My vision for the future of RA-Aus includes:

- Working to maintain the current freedoms from the most basic of aircraft through to technologically advanced, modern and heavier aircraft – a careful balance;
- Facilitating the free availability to members of information on the new RA-Aus website, such as Board updates, the RA-Aus magazines, maintenance and flight training information;
- Working to maintain Level 1 maintenance privileges for owners to maintain their own aircraft and to support Level 2's by assisting in obtaining low-cost professional indemnity insurance so they can look after the maintenance requirements of other members

without fear of financial loss;

- Leveraging of current and emerging technologies to support the day to day operations of the organisation in reducing paperwork, reducing work effort and keeping costs down;
- Support for alliances with other Aviation Bodies where mutually beneficial;
- Support for AGM's being held in a different city each year so that local RA-Aus members get the chance to attend, versus present where all AGM's and Board meetings are held in Canberra – alternatively, broadcasting of the meeting to interested members over the internet;
- Support for flying schools, including standardisation of flight training syllabus with a focus on training standards to facilitate further training for those wishing to use RA-Aus as a "stepping stone" to a PPL or a career in aviation;
- Evaluating the potential of moving RA-Aus headquarters from Canberra to a more member-accessible location, leveraging off the capital value of the current premises and the potential for grants via tender for a suitable airfield location, allowing members to fly into HQ;

The sky is the limit and look forward to being elected so as to see your vision and mine turned into reality.

Finally, in accordance with RA-Aus By-Law 4, I have no commercial interests in the Recreational aviation industry.

LORRAINE MACGILLIVRAY

MEMBER NO: 018064

I am the owner of Edge Aviation based at West Sale Airport, Gippsland. Edge Aviation provides professional services to many aviation organisations across Australia and a number of overseas countries. My business holds a CASA approval for Aircraft Design (CAR35) as well as holding an approval for General Aviation Maintenance (CAR30) and a Weight Control Authority held by my husband Bob MacGillivray.

Our major contract is with GippsAero at Latrobe Regional Airport where we contract the service of Chief Design Engineer as well as a number of other specialist services. For numerous other clients we provide services, such as Technical writing and specialist aviation consulting.

In addition to our General Aviation activities we have a significant involvement with Recreational Aviation. Edge Aviation is also a RA-Aus Flight Training Facility and assists many aircraft owners and operators with technical advice and support. The RA-Aus Flight Training at Edge Aviation has grown beyond our expectation demonstrating the growth in this sector of our industry. My partner also holds RA-Aus L2 and L3 approvals and is the CFI of the school.

Edge Aviation is my only source of income and has proven to be a profitable and successful aviation business over the past 11 years.

I hold a GA Private Pilots Licence with many ratings and endorsements and am an RA-Aus Senior Instructor. I am passionate about the aviation industry and committed to contributing to it, promoting safety and en-

couraging people to participate in flying.

Having been previously on the Board of Aviation & Aerospace Victoria, and a former Wellington Shire Councillor, apart from my extensive aviation industry background I believe I have the skills to be an effective Board member and contribute positively to the Board and Recreational Aviation Australia.

I would value the opportunity to be on the RA-Aus Board and would see that as a positive way to support and contribute to the growth of the organisation. I would actively pursue assisting RA-Aus to achieve the goals and objectives for its members.



DID YOU KNOW

Only 15 - 17% of members vote in the RA-Aus elections which are held every year. 6 Board positions are up for election this year & remaining 7 Board members next year. No member of the RA-Aus Board receives a wage, and Board members are expected to be available and present at events, fly ins and meetings. Their role is to support you - whether you're a pilot, or a non-flying member.

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Sun, snags & smiles

by Martin Hones

DESPITE weather forecasts of showers and thunderstorms, the annual Gatton Airpark Breakfast Fly-in was held on Sunday, May 29. It was blessed once again with sunshine and light breezes typical of winter in South East Queensland.

Fifty four aircraft, some from as far as Mangalore in Victoria and Tamworth in NSW, carried their pilots and passengers to the Airpark surrounds and warm weather.

Numbers were down from the 76 aircraft of the previous year, but the Lions Club still served more than 150 hot breakfasts - much appreciated by the hardy bunch of trike pilots which flew in from the coast.

Trikes, gyros, GA, Recreational, home-builts and antiques

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Their owners taking the opportunity to drop in and see firsthand just what an airpark looks like, and mingle with like-minded enthusiasts. Exactly what recreational flying is all about.



A gyro departs



Russ prepares for take off



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