

	<p>TRIKE NEWS Newsletter of the Southern Microlight Club December 2009 www.southernmicrolightclub.com.au</p>
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NEW VENUE

The Southern Microlight Club met for our November Meeting at the Manhattan Hotel, Canterbury Road, Ringwood.

The “all you can eat” buffet, available for \$20.00 (\$15.00 for geriatrics like me), was excellent with a wide variety of dishes available. Given that some of our erstwhile members were still at the Manhattan at 0200 hrs I can only conclude that the venue met with general approval. We hope the Manhattan will remain our venue of choice for a long time to come.

Our thanks again to Chris Bullen.

GUEST SPEAKER

Mr. Mick Poole, RA-Aus Operations Manager, was the guest speaker at our November meeting. Mick outlined the activities of RA-Aus and answered numerous questions about that organization. Given the turmoil evident with the HGFA I wonder whether we might all end up with the RA-Aus. Mick stated that HGFA Members are welcome at RA-Aus seminars.

I did invite a HGFA Board Member to address our December Meeting but have had no reply.

CHRISTMAS GATHERING

We have decided that the December Meeting on **8 December** will be our Christmas Gathering. Wives, husbands, partners and lovers are welcome. Probably better not to bring your partner and lover at the same time.

WING INSPECTION

A full wing inspection was conducted on Saturday, 14 November, 2009, at Gary Wheeler’s hangar, 3379 Whittlesea-Yea Road, Flowerdale. GPS co-ordinates S37°18.932” E145°17.309” using WGS 84. Physically the entrance to Gary’s property is next to the north side of the Flowerdale State School. If anyone wants to fly in at any time please contact Gary on 0418 519 530 or 9762 1978.

The day was very informative and Mark Howard led the discussion about the proper method of inspecting a wing. The wing in question was my old Wizard and apart from known existing scuffing of the leading edge fabric the bolt holding the king post to the keel was found to be loose and missing a washer. The missing washer was a factory defect. Further comment on the day is found in Ken Jelleff's article below.

Please note that relocation of Old Man Emu to Gary's hangar took place on Sunday, 22 November.

AUDIO CHOKE

For anyone experiencing undue engine noise through their radio system I note that Jaycar Electronics has the solution now in stock. An audio filter of 5 amp capacity works wonders. I have the same filter fitted to my trike and the filter completely eliminated serious electrical interference. The 5 amp filter is Jaycar Catalogue No. AA-3072 and costs \$15.95 – see page 285 of the current catalogue. Fitting is really easy as the unit is only 63 x 31mm. Connect the red wire to the positive power line, the blue wire to the radio equipment and the black wire to earth. It is that simple and takes about two minutes.

A DAY AT FLOWERDALE - 14th November 2009

From: Ken Jelleff

The decision to make the journey to Gary Wheeler's property by air was not a difficult one. The route from Latrobe Valley to the Yarra Valley had been beckoning for some time now and had so far been neglected in favour of the other well worn journeys across the Alps to either Bright or Benalla, or the picturesque trip down the Mornington Peninsula, and across Port Phillip heads to Barwon Heads. The 912 powerhouse certainly frees the options to travel serious distances without that little doubt niggling in the back of the mind about fuel versus possible head winds. A late phone conversation with Mitch (Kelvin Mitchener) inspired me to detour to Donnybrook to check out his private Airstrip and hangar, which Mitch had been mentioning for some months now, and then to fly together over the hills to nearby Flowerdale.

As usual, all the best laid plans still depended entirely on the weather playing the game, and it seemed with 3 days to go that we might be foiled by a cold front threatening to cross the State on the Saturday evening. However, as takeoff time drew near we were delighted to see the front fizzle out leaving a lazy Trough between two highs that would be dominant for another couple of days - perfect flying conditions.



Bunyip Ridge still bears the scorch marks of Black Saturday.



First glimpse of the Yarra Valley

The nil wind departure from the blue hazy skies of Latrobe Valley at 0600hrs was uneventful until I reached 500 ft at which time the ground speed morphed from 65 kts to 43. Unbelievable!! This would slow the trip down significantly, however, fuel was still not an issue, so I sat back prepared to enjoy slightly more airtime than expected. As was so often the

case however, as I rose through 3,500ft over Tru Energy's Yallourn Power Station, I watched the groundspeed slowly increase up to a more respectable 51kts.

Over the next 30 minutes I enjoyed the small villages of Trafalgar, Yarragon, Drouin and Garfield nestled between the Alps to the north and the Narracan Ranges to the south pass underneath.

My intention was to fly close to the North Ranges until Pakenham and then making a right hand turn and following the Beaconsfield Cockatoo road through to the Yarra Valley. However, as I rose to 4,500 ft, as is so often the case, my destination was almost visible and so I modified the course for a direct line to Coldstream, the heart of the Yarra Valley, and home to a busy GA airstrip. After deviating to a 03 heading I now passed over the burned remains of the Bunyip Ridge which blazed its way toward Drouin on Black Saturday, claiming dozens of homes and properties, but, fortunately, no lives. A 10nm stretch of hilly Tiger country lay in front of me interspersed with a few green valleys, however, at 4,500 ft with a clear view of the approaching Yarra Valley I felt relaxed. Twenty minutes later I entered the fertile and heavily agriculturalised Yarra Valley with its myriad of lace work like ploughed fields, crops, vines and hail netting stretching out between the Dandenongs in the south to Warburton and the start of the Alps in the north. And nestled within its brownish tinged cocoon beyond were the plainly visible skyscrapers of the Melbourne CBD. After switching to 119.1 and giving a 10 mile call, the busy chatter of the Coldstream airport interrupted my gazing. It was about now that my newly acquired Garmin 296 GPS began to do what it was bought for. It was great to watch the little aeroplane on the colored screen approach and then pass over the airspace step boundaries prompting me to decrease height to the corresponding ceiling limits of the various sectors. As I passed over Hurstbridge, a warning flashed on the screen to announce I was in the Tullamarine Radar zone, with the moving map clearly showing the Controlled airspace boundary close to my left, but not within my flight path. Now this is what good technology is all about. While gazing toward the not far away Melbourne Airport a shadow crossed the trike causing the reflex pucker factor to occur. A few seconds later a Boeing 747 appeared a few thousand feet above me descending into Tulla. Yep! Those vertical separation rules really work.



Yarra Valley over the Dandenongs and Melbourne CBD

Another 15 minutes over the now dry paddocks of Yan Yean with its landmark reservoir on my right, looking toward the flight line, on the horizon, the blue speck of a hangar in the middle of nowhere slowly got bigger, until below me was Mitch's truck, with Mitch unpacking his wing. After a low circuit, I landed at Donnybrook into a steady 5kt head wind blowing straight down Mitch's strip.

Leg one successfully completed. After greeting Mitch and breaking out the thermos for a cuppa and cookie, we put his wing together and mounted it to the famous yellow terror. About this time, to our surprise, the windsock lifted from slack to perpendicular in a very short time. Over the next half hour we watched in dismay as the wind slowly got stronger. A quick call to Gary Whelan at Flowerdale revealed nil wind there.

Mitch made the prudent decision not to fly after all, mainly because of his concerns about ground handling back into his hangar on return later on by himself, and decided to blow some cobwebs out of his Harley Davidson with a trip by road to Flowerdale instead.

I climbed aboard again and with Mitch's help on the wing, we maneuvered around into the tempest.

The departure from Donnybrook was swift with wheels leaving surface in about 20 turbulent metres, however as I passed 1000 ft the bumps mellowed and the hot air cooled.



Mitch re-locating to his Hanger

After 10 minutes the Garmin gave me the all clear to ascend to 3,500 ft which was what was needed to clear the approaching mountain range. To my right was the Kinglake National Park still bearing the scars of the devastation earlier in the year. At 3,500ft there wasn't a ripple in the cool air and I felt disappointed Mitch didn't join me for the trip over the hill. It was hard to imagine only 10nm away there was a hot thermic gale howling across the ground. Never having been to Gary's property before, I spent a few minutes gazing at Google earth before leaving home to get an image of what I was looking for. Sure enough, a few minutes later a hill I was approaching passed beneath me to reveal exactly how the satellite image appeared, with the horseshoe shaped Yea-Flowerdale Road beneath me, and just above the horseshoe, the unmistakable freshly cut runways of Gary's airstrip.

It was so pleasant cruising around the surrounding hills as I commenced descent I was tempted to go a bit further to see what else lay slightly beyond, but, looking below, cars were pulling into the paddock for the wing maintenance session and so after a low circuit to check the lay of the land I touched down on Gary's grass strip, with the aid of a generous serve of disc brakes to prevent a closer than necessary look at the shrubbery at the end of the strip.



Kel Glare surveys the Flowerdale Airstrip

Gary has done a great job with a spacious hanger open one end with ample height for the trike's kingpost and aerials to get in without any hassle, and four 12 metre shipping containers holding the structure in place which provide lots of storage space for trikes, wings tractors and anything else that needs to be locked up.

It was a most relaxed atmosphere in the shade of the hanger, with everyone sipping tea and munching bikkies.

While we spoke with Murray, who hangs his Wizard 582 Edge Outback there, and his son Dillon about how fantastic it would be to be hangered here permanently. Kel Glare needed no more convincing, declaring it would be home to Old Man Emu in the near future.



Mark Howard and Ian Rees demonstrate the setting up procedure.

With the group assembled, except for Mitch, who's Harley was taking the scenic route to Flowerdale, Mark began an informal but very thorough step by step session on how to cover a 2 yearly wing inspection, very ably assisted by Ian Rees who contributed many valuable insights learned through his many years experience in wearing out Hang Gliding wings.

The session ended with Gary providing a welcome sausage sizzle lunch and cool drinks (no, not booze!)

Followed by a few scenic flights for whoever wanted to climb into the back seat. The day had heated up into a hot pre-summer day with the associated thermic activity, and some may have got a wilder ride than they expected. Reg Thaggard entertained the crowd with the sizzling speed of his takeoffs and landings in his new XT 912 Tundra SST Strutted Topless wing, which also has excellent brakes, which he made good use of to prevent overusing the length of the grass strip. We were also entertained by young Adam who arrived at break neck speed

in his Hang Glider from Landscape Launch some 15nm away in the hills overlooking Seymour.



A relaxed lunch at the end of the session

The day was advancing, and so we began to depart after thanking Gary for his hospitality. Reg had invited me for a look and quick stopover at his home strip at Dixons Creek on my way back to the Latrobe Valley, and so we departed through violent thermals at 3pm, and rose to 3,500 feet where the air was smooth and cool. I followed Reg, with Chris Bullen navigating from behind me, the 20 minutes or so to Dixons Creek where Reg negotiated the gusty cross downwind landing with ease. I, however, approaching immediately after, with slight trepidation, copped a side gust before touchdown which prompted a go-around. While going around I decided to visit Reg another day rather than risk a bad end to a good day on an unfamiliar strip in trying conditions with an as yet unseen low power line at one end beckoning. Vowing to Reg to return one calm morning soon I headed off over Coldstream Airport again, gaining some height to cross the Bunyip ridge. A glance down at the Garmin revealed an 85 knot groundspeed which was maintained all the way back to the Latrobe Valley in 1 hr 5 minutes, a great way to end a fantastic day of flying and fellowship.



Gary Wheeler prepares to commit aviation



Mitch hangs onto Ken's wing in the tempest at Donnybrook

Editor's Note: Thanks Ken for taking the time to submit this great article.

COLDSTREAM

We are still pursuing enquiries about the possibility of locating some activity at Coldstream and hope to meet with the owners in the near future. Watch this space.

A REMINDER OF THE LETHBRIDGE CHARITY TOY RUN

As advised in the previous Newsletter, the Geelong Sports Aviators and Antique Aeroplane Association of Australia are conducting a Charity Toy Run at Lethbridge Airpark (YLED) on Sunday, 6 December 2009.

The Airpark is located adjacent to the Midland Highway, 36 km north-west of Geelong.

S37.55.1 E144.06.1 Elevation 820 feet.

WAC code: Hamilton 3469, Melbourne 3470.

Runways 18/36 x 850 metres grass; 11/29 x 1050 metres grass.

Airfield VHF: CTAF 127.65

The event is to be conducted all day Sunday but visitors are welcome to arrive on Saturday and stay the night. Some catering services for food and drink will be available and a Christmas Party on Saturday night comes at a cost of \$30.00 per ticket.

The cost of the event is to bring a toy for charity.

If you are planning to attend contact Jim Tatlock, Email: tatlockj@netspace.net.au : Mobile 0403 228 986.

INTERESTING

Chris Bullen advises a look at this site relating to electric trikes:-

<http://www.electravia.fr/ANGLAIS/Aindex.html>

Anthony Meechan has sent in the following pictures under the heading, “SPOT LANDINGS YOU WOULD WANT TO NAIL”. Thanks Anthony.



Kuujjuaraapik, Quebec



Macao International Airport



Wake Island, Pacific Ocean



Tioman Island, off the coast of Malaysia

CONTRIBUTIONS

I welcome contributions from members. Any story or item of interest adds to the pleasure we all get from our association. Do not be shy – Nobel Prize for Literature standards are not expected.

I have held over an item from Steven Bell for the next edition.

Newsletter Closing times:

Last Tuesday of the month.

Advertising enquiries and any articles or items of information to:

Kel Glare: 03 9439 5920

O421 060 706, or, preferably, kalkat@optusnet.com.au