



TRIKE NEWS

Newsletter of the
Southern Microlight Club

August 2009

www.southernmicrolightclub.com.au

This newsletter will be mercifully brief but an important step in revitalizing the Southern Microlight Club.

Recent approved amendments to the SMC Constitution allow us to have as members **any** pilot or person interested in promoting the activities of the SMC. This is a radical departure from our past and a concerted effort on the part of the SMC to widen our scope for membership and increase our appeal to aviators at large. While our primary interest is likely to remain with weightshift microlight aircraft, we welcome all pilots and others who know the joy of flight.

There have already been people who were forced out under our old Constitution who have applied to re-join and we hope that others will consider renewing their affiliation with us in the future.

A decision has been made that anyone who was a member of SMC previously may rejoin without paying another joining fee.

Annual General Meeting

On 11 August 2009 the SMC held its AGM and the following were elected to the positions as shown hereunder:

President: Mark Howard: 0419 855 850; mark.howard@auspost.com.au

Vice-President: Ken Jelleff: kenj@jelfor.com.au

Secretary: Kelvin Glare: 0421 060 706; kalkat@optusnet.com.au

Treasurer: Dean Marriott: dean@ultimate.net.au

Committee: All of the above and Gary Wheeler, Chris Ballenden and Frank Buccheri.

The Financial Report for the last financial year is yet to be audited but Dean Marriott indicated that the Club is in a sound financial position. Audited accounts will be presented as soon as possible.

Kel Glare gave a report at the AGM on the Weightshift Microlight Maintenance Course he and other attended at Maitland, NSW, last October. Two important tips from the Course were – do not use unleaded fuel that is more than 30 days old and always use a properly calibrated torque wrench on all nuts and bolts.

HGFA Special General Meeting and Elections

SMC Members will be aware that the HGFA is currently in turmoil with claims and counter claims rife. Moves are afoot to overturn the present Board and any elections will potentially have a profound effect on the future of those registered under the HGFA. While not taking sides, it is obviously of paramount importance that all HGFA members cast their votes conscientiously as we cannot complain about the results if we do not.

Wing Repairs

Heather Wright and Stephen Bell have discovered a very useful fabric repair business in Ferntree Gully where they had their trike wing repaired after a recent slight mishap. The business is:

J & J Canvas Repairs
64 Old Belgrave Rd
Upper Ferntree Gully, VIC 3156
Tel: (03) 9758-8647
Fax: (03) 9778-3647
Email: jandjcancas@optusnet.com.au
Bankcard, Cash, Cheque, Mastercard, VISA



Photo of repair which I understand is made with the appropriate quality of material and stitching.

The saving on freight to return a wing to AirBorne alone makes this avenue worth considering.

Social Pages

Contribution of articles and items of interest would be most welcome. In that vein I have included an article I recently had published in Pacific Flyer for information.

Fireball in the Sky?

From: Kel Glare – “Old Man Emu”

How many Microlight Trike pilots carry extra fuel in plastic or metal jerry cans in panniers on the side of their trike? I often do and they are configured as shown below.



I have adopted this practice for over ten years without having any problems, even through an engine failure and subsequent hard landing – literally in the mulga. The jerry cans and panniers are visible on either side of the trike. Before taking the photograph I had disconnected the wing and righted the pod which had tipped gently on to the nose after the front wheel struck a mulga stump.



However, I recently went to a service station in Benalla to fill my jerry cans with petrol for an early morning flight to a Fly-in at Yarrawonga. I filled one can with the usual 20 litres and when I commenced to fill the second I noticed a large amount of fuel spilling across the apron of the Service Station. I quickly discovered that petrol was flowing from a hole about a third of the way up the plastic can. I have replicated the flow using water to illustrate.



Fortunately I was able to buy another (expensive) robust can at the Service Station and

the Proprietor helped me decant the remaining fuel into a new container. I have now also taken the precaution of replacing the other jerry can as it is of the same age and level of use.

How lucky was I that this incident occurred when and where it did?

I have visions of the jerry can bursting when I was in flight and fuel cascading across the hot exhaust. Surely a recipe for becoming a fireball in the sky.

My message is simple. Regularly check you fuel containers, whether plastic or metal, for any signs of weakness, or, if plastic, of the plastic becoming brittle.

Avoid the risk of becoming a fireball in the sky.

NSW Visitors

In the week leading up to 16-17-18 April our NSW trike pilots made what has become a regular pilgrimage to Benalla and I was fortunate enough to be able to join them for these three days. Flights included local flying and a flight to Shepparton and one to Mansfield on 18 April. I had never flown to Mansfield before and took the precaution of obtaining the GPS coordinates from another pilot before departure.

I spent a lot of time just admiring the view with the occasional casual glance to see where the others were. When I arrived at Mansfield I could not see anyone. I checked the GPS and according to the coordinates I was given I should have been over the strip. After several circuits of the outskirts of Mansfield while making radio calls one of the other pilots kindly became airborne and I followed him on to the strip. Unfortunately, the coordinates I had been given were about 5 nm, from where the strip actually was. Another lesson about not taking anything for granted and conducting checks. In the end no harm done and a very enjoyable flight.



Trikes at Mansfield 18/04/09

Very nice to meet up and socialize with our NSW counterparts.

Interesting Web Site

For those interested in a very unusual aircraft you may wish to visit:
http://www.terrafugia.com/Video_News_Release.html

Membership Renewal

Members are reminded that Club membership subscriptions were due on 1 July. Please renew your membership ASAP.

Conclusion

The office bearers and Committee of SMC are determined to ensure the Club thrives again we seek your help and support for all Club activities. Please get involved.

A copy of the Membership Application and Membership Renewal Forms are included with this Newsletter.

Next Meeting 8 September at location to be confirmed. Please attend.

Newsletter Closing times:

Last Tuesday of the month.

Advertising enquiries and any articles or items of information to:

Kel Glare: 03 9439 5920

0421 060 706, or, preferably,

kalkat@optusnet.com.au

APPLICATION FOR MEMBERSHIP of Southern Microlight Club Inc.

I

.....
(Full name of applicant)

of

.....
(Address)

..... desire to become a member of Southern Microlight Club.

(Occupation)

In the event of my admission as a member, I agree to be bound by the Rules of S.M.C. for the time being in force.

.....
Signature of Applicant

Date

I a member of S.M. C.

(Name)

nominate the applicant, who is personally known to me, for membership of S.M.C.

.....
Signature of Proposer

Date

I a member of S.M. C.

(Name)

second the nomination of the applicant, who is personally known to me, for membership of S.M.C.

.....
Signature of Seconder

Date

Southern Microlight Club (SMC) Membership Requirements

Please take note of the following important membership requirements:

1. The SMC is **affiliated** with the Hang Gliding Federation of Australia (HGFA).
2. Members of S.M.C. may be:
 - (a) Pilot members who are licensed pilots in accordance with Clause 13 of the SMC Constitution.
 - (b) Persons other than pilot members who are interested in promoting the S.M.C. but who do not wish to participate in the activities of the S.M.C. as a pilot may become an Associate Member.
3. If a Pilot Member of the SMC owns a Trike, that Trike must be registered with the HGFA or another organization approved by CASA for such purpose and have HGFA or such other organization approved by CASA registered numbers attached to the wing as specified.

Note: CASA specifies that WM pilots can only pilot a Trike registered with the body under which the pilot holds a licence.

4. A Pilot Member of the SMC who decides not to continue membership with the HGFA or other organization approved by CASA must advise the SMC Committee and their membership will cease with the SMC at the same time as their membership of the HGFA or other organization approved by CASA ceases.
5. Pilot members of the SMC who hold Pilot Licences that enable them to fly other types of aircraft, and are members of different organisations who support those licences, **are reminded that, in order to maintain their membership with the SMC, they need to observe the rules as outlined above.**

The Club's Constitution is available for all to read, and can be located on the SMC website under "Forms".

I

.....
(Full name of applicant)

Agree to be bound these conditions and to by of the Rules of S.M.C. for the time being in force.

.....
Signature of Applicant

Date