

FUNDING NEWS

Martin Halford has advised that the HGFA's legal representative is back from his sabbatical and they are now actively investigating the issue at hand. Once they have these details – which will take some time – the HGFA will advise the SMC and make any necessary adjustments to the present arrangements.

Following an SMC Member contacting the HGFA Office Martin asks that SMC Members be advised that that the HGFA are in communication with me, that they are looking into this issue, and that it would be appreciated that SMC Members refrain from causing the office staff undue stress and that, hopefully, we should have some sort of result.

I repeat my previous advice that, depending upon the outcome, we may still need to seek the opinion of the Victorian Justice Department, Consumer Affairs.

GENERAL INFORMATION FROM THE HGFA

Kevin McNally advises that with the new temporary Operations Manager, John Twomey, taking over the two wings one Registration number concept has been quashed. It appears that the HGFA Office has never had the second wing associated with a Trike base (serial number) so they are unable to record, or expand on these details. Kevin is not sure how this affects the number of Trikes currently under the HGFA registration.

Kevin will shortly be chasing up why the Inspector endorsement has not yet been rolled out as it was passed by the SOC in May this year. The Operations Manager at that time said new cards would be issued to all those who had completed the course in October 2008 as soon as the endorsement had been passed.

Kevin will let us know when he hears of any further developments.

We were trying to get the new HGFA Ops Manager along to the October Meeting but his unexpected resignation has thwarted our plans.

GUEST SPEAKER

Our October Guest Speaker will be someone from the Bureau of Meteorology.

AIR SERVICES AUSTRALIA VISIT

Dean Marriott has been in touch with Vicki Huggins of Air Services Australia and 10 of our members, with another group already booked, may be able to visit Air Services on 9 March next year.

On the 11 August a number of our members including Dean attended a Pilot Information Night that had been organised by the Lightweight Aircraft Association. Dean reports that everyone who attended was very impressed with the organisation of the evening and thought that it was valuable to be familiar with what goes on on the other end of the radio.

Dean thanked Vicki on behalf of all of our members who attended.

NEW WEB SITE

David Jacka received the following message that he has passed on which is self explanatory.

From: ed@ooh.com
To: david_jacka@hotmail.com
Date: Thu, 16 Sep 2010 10:36:36 +0100
Subject: Feature your flying lessons and courses on Ooh.com - an award winning website

Dear David,

I'm contacting you about the flying lessons and courses you offer through Southern Microlight Club. I'd really love for your trips and courses to feature on our new global site Ooh.com. Ooh.com is a new concept listings bookings site where you can list trips, courses, or events **for free**. Sellers are able to take bookings and payments directly from buyers through the site – here is an example of a current flying listing on Ooh: http://www.ooh.com/us/sport-air/flying-lessons/cape-town/cape-town/cold-war-fighter-jet-flight-over-cape-town-3_268.html

We launched officially in late June, and we're delighted that the site had over 5000 visitors this weekend alone and our listers have started taking bookings. The whole purpose of the site is to put people offering interesting stuff directly in touch with a wider market. When someone wants to book an activity they can pay with Paypal or Google Checkout (or alternative payment methods) and the money comes straight to the seller, along with an email confirmation of the booking.

I hope this is of interest, and if so, please visit the site and list your activities. To be clear, it is **completely free** to list on the site. We're devoting a substantial budget over the next three months to promote Ooh.com, so by listing we're hoping you'd benefit from our publicity!

If you have any problems, do let us know and we'll be happy to help out. We'd also like your feedback on the site so if you find something that we could be doing better, please let us know.

Kind regards,

Ed Thompson

Office: (US - Toll Free) 1-888-601-6566 / (UK) 0207 349 6810

Address: Unit 35, 15 Lots Road, London, SW10 0QJ

Twitter: @oohdotcom

Skype: ooh.com

BOEING – END OF AN ERA

You used to see them fly over every day. You periodically took trips on them. Interesting web site – take a look at the history behind Boeing. <http://www.rbogash.com/Plant%202/Plant2.html>

PROPOSED ROUND WESTERN/NORTHERN VICTORIA TRIP

Gary Wheeler has proposed a round Western/Northern Victoria trip.

Gary's information regarding the February fly away follows:

Below is a rough Google map showing the proposed route which has a total length of 953 nautical miles if flown in dead straight lines. The start date will be 21 February 2011 from Flowerdale.

The following itinerary is only a draft at this time open for comment by all –

Day 1 - Flowerdale to Melton (37° 37.309 S 144° 33.909E) to Lethbridge (37° 55.296 S 144° 6.093 E) to Torquay (36° 17.768 S 144° 21.873 E) to Point Addis (38° 23.701 S 144° 15.176 E) to Wurdibolul Reservoir (38° 17.626 S 144° 1.577 E) to Colac (38° 17.194 S 143° 40.839 E) to Peterborough (38° 35.824 S 142° 54.280). Overnight at Port Campbell.

Day 2 - Peterborough to Port Fairy (38° 21.676 S 142° 15.995 E) to Portland (38° 19.1 S 141° S 141° 28.3 E) to Branxholme (37° 52.109 S 141° 42.033 E) to Hamilton (37° 38.9 S 142° 03.9 E) to The Grampians (37° 02.900 S 142° 16.200 E). Overnight at the cabins on this strip.

Day 3 - Circuit around Grampians (Fly Neighborly area) to Kaniva (36° 22.225 S 141° 14.621 E). Overnight at Kaniva.

Day 4 – Kaniva to Big Desert (35° 54.993 S 141° 23.443 E) to Rainbow (35° 54.476 S 141° 58.672 E) to Patchewollock (35° 22.170 S 142° 11.630 E) to Hattah (34° 46.067 S 142° 20.678 E) to Robinvale (34° 38.611 S 142° 47.106 E). Overnight at Robinvale.

[KG's note: I was born and bred in the Mallee and I believe it unwise to fly direct from Rainbow to Patchewollock as the big desert has NO landing options. It would be advisable to fly Rainbow to Hopetoun and then to Patchewollock.]

Day 5 - Robinvale to Swanhill (35° 22.724 S 143° 32.157 E) to Torrumbarry (36° 1.774 S 144° 30.858 E). Overnight at Torrumbarry.

Day6 – Torrumbarry to Flowerdale via the Murray and Goulburn rivers.

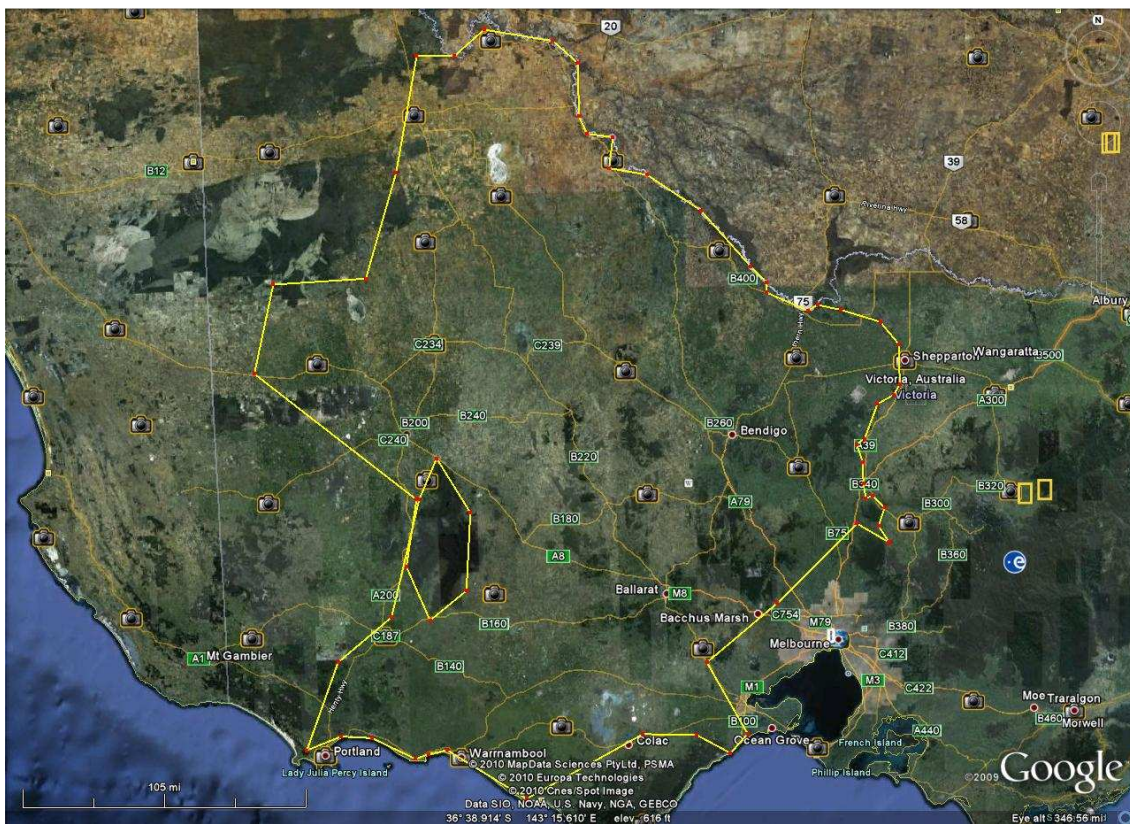
Have not made any accommodation checks yet as I will need to get an idea of numbers.

Have not made any ground crew arrangements yet hope for volunteers to come forward.

Am hoping to have at least one instructor on the trip and will approach HGFA about a special exemption for pilots without appropriate endorsements. *[It is understood that the HGFA will not provide any exemption and so anyone wanting to participate should ensure they are fully endorsed for cross country flying and have a registered PLB.]*

Any comments information or constructive criticism welcome.

Regards, Gary.



Please contact Gary as soon as possible if you intend to participate in what should be a wonderful experience.

[THE REVO](#)

Jon Newell advises that he is the Australian Agent for the Revo Trike. Jon's information relating to the Revo follows:

“Hi all Southern microlight members – I am writing to announce that the first Revo trike will be here in Australia in December sometime. It will be going to Perth but I expect one to be available for club members to have a good look at also in the near future.

The Revo is a culmination of quite a few years of development in the US. This has produced a ‘super trike’. It is now faster than any other trike in world (depending on the wing selection), having just broken 3 world records in the last week. This is largely due to the new 5 th generation wings that have been developed for the Revo. This means that they are more efficient, topless and have very light handling compared to other wings on the market – that allows for more responsive handling than ever before.



The Reflex wings now come in 4 sizes – so the triker has a good range to select from. There is the Reflex 11, 12, 13 and 15. The number refers to the size or square metres of the wing. The electric in-flight adjustable speed trim gives effortless cruise up to 87 knots and as low as 55 knots (in the case of the Reflex 11 wing). Also all Reflex wings are quick fold wings – meaning that they can be folded while still on the trike to be quickly put away in a small space in a hangar.

The base is also a world leader in its field. The welded structure, made from classic 4130 Chromoly, is stronger and lighter, providing a great solid feel for the lifespan of the trike. More one piece structural components allow fewer bolted connections for greater longevity. An abundance of CNC parts make for a perfect fit every time.

Its roomy back seat with the unique one piece curved mast design provides great comfort for the passenger. Its front seat with quick adjust foot pedals will fit even the tallest of pilots with ease.

The base then has 100% Welded one piece 4130 Chrome-moly 4130 welded frame with a 5 year unlimited warranty, over 20 CNC machined parts, Telescopic motocross inspired front forks, Unique radiused (curved) 4130 mast for extra passenger headroom and Soun Aluminium wheels and Hydraulic disc brakes with large 3/4” axles.



The cockpit is well designed and uses the MGL Enigma system for its instrument package. This can be upgraded to a colour glass cockpit with a built in GPS – that is the best of its type in the world in a trike. The main wiring harness is all aircraft tefzel wire with modular design and aircraft circuit breakers placed right in front of the pilot.

You also have the option of 3 engines – depending on the wing selection. The Rotax 582 (65 HP), 912 UL (80 HP) and the 912 ULS (100 HP) are all available - with the 912 ULS helping to provide the incredible performance the Revo is capable of. All 912 engines come standard with an oil heater that allows the engine to reach its operating temperature far quicker and in cold weather never allows the engine to get too cold

The Revo also has an extensive range of standard features and options. These include:

- Optional Heated Seats
- Optional Colour EFIS & GPS
- Optional whole aircraft parachute
- Optional carbon fibre body and the choice of hundreds of colours for the base – and a range of colours for the frame
- Electric Trim
- Strut Braced Wings
- Electric Fuel Pump
- Standard cabin heat under pilot seat for colder months
- Large Storage Area under seats
- Stainless Steel Exhaust
- Step on non-skid cockpit floor
- Optional carby heat always on
- Optional back arm seat rests
- Optional engine top cover
- All LED lights/strobe
- Flycom intercom system and helmets
- Microair or MGL factory fitted radio
- Upgraded sensenich prop (GA standard)
- Instructor's package
- 3 wheel hydraulic disc brakes
- 472.5 kgs MTOW – not 450 kgs.



The Revo exceeds expectations in every respect: solid construction, exceptional quality, creative design features, contemporary options, meticulous attention to detail, improved usable speed range and best of all, responsive handling and turbulence busting. No other trike has all the benefits and features of the Revo. And no other trike looks as good.

This has just been independently endorsed by being voted best LSA aircraft at the Fun'n Sun air show - the second biggest air show in the world – and the fact they have been selected as the trike that police/rangers are trialling for use in surveillance operations in the USA.

There are a number of videos also available to view on U-Tube. In total 19 are available and here is a selection for you to watch –

http://www.youtube.com/watch?v=F7B-1A_MZAA&feature=related

<http://www.youtube.com/watch?v=2dSxy70KN2M>

<http://www.youtube.com/watch?v=ah43ouUvK9I&feature=related>

So if you are in the market for a new super trike – please feel free to contact me at – newelljon@msn.com

More information, picture and videos are available at - <http://www.evolutiontrikes.com>

I also hope to have a field day for interested trikers when the first one arrives on the east coast. I will keep the Southern Microlight Club informed via this newsletter.

Thanks for your permission to write in your newsletter – and good flying – Jon Newell.”

Editor's Note: The very strong Aussie dollar may be a factor in any decision.

ANOTHER AIRCRAFT CRASH DISASTER

Brace yourself before looking at the image. A pilot at low level has no control over his aircraft. It narrowly misses a crowd gathered for an airshow and slams into four buildings.

One can only imagine the horror of the occupants inside those buildings.



BRIAN MILTON'S AROUND THE WORLD TRIKE TRIP

Chris Bullen showed two installments of the Producer's copy of Brian Milton's trike trip around the world, which is 4 x 26 minute sessions, at our last meeting and it is intended to show, perhaps, one session at each of the next meetings, time permitting. I am sure all who attended found the viewing very interesting.

NEXT MEETING

The next meeting is at the Manhattan Hotel, Canterbury Road, Ringwood, on Tuesday October 12 at 1900hrs for a meal and at 1930 hrs for the meeting in the Board Room.

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 standard is not expected.

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