



## IMPORTANT NEWS

I have reproduced hereunder a reply by email I received from Alex Jones, President, HGFA, relating to our attempt to obtain funding.

*“Last year when there was a general furore about the differential funding proposed by the SARSIG3 scheme and the corresponding retention of the State Levy, the interim (SGM) committee reverted the HGFA policy back to one of collecting and returning the State Levies back to the states.*

*We acknowledged that it was not a perfect system and committed to modifying it so that members were treated more equitably.*

*The two main areas of inequality we identified were WM members and Pico members.*

*Generally, this does not appear to have been the fault of the state associations because, when questioned, most associations state that they have received virtually no applications for funding from the WM clubs and Picos and that those who have made applications have had a success rate on par with other applicants.*

*The issue of WM paying state levies was discussed at our April Meeting along with whether to move towards a more user pays system.*

*Craig Worth is in the process of setting up a WM sub committee to discuss these and other issues and report back to the committee the general consensus of WM clubs as to a way forward. I am not sure as to the progress he has made with this item. The future structuring of WM membership fees will be determined after the WM sub-committee has delivered their report to the committee.*

*Regarding your club securing funding for a project I can only recommend you approach the VHPA and use your historical lack of funding as a strong argument for the funding to be approved.*

*You could also seek funding from other sources such as the Victorian government, your local authority, tourism development, the Dept of Sport and Recreation , Lotteries Commission, WM manufacturers .....*

*The HGFA has assisted clubs with funding in the past in the form of low interest loans.*

*Thank you for your concern regarding the probity of the HGFA:State Association financial arrangements.*

*I do not believe there are any irregularities or illegal/non-constitutionally compliant dealings*

*occurring between the HGFA and the state associations and hopefully they will not be legally challenged.*

*We intend to modify the fee structure so that all members on examination of the system and the facts come to the conclusion "That's fair". If we can achieve that outcome we have fulfilled our responsibility as committee members to the membership."*

While the reply from Alex is appreciated, there still seems to be a reluctance to accept that the remittance of State Levies in Victoria to the VHPA could not legally occur.

This creates a dilemma for the SMC. If we do pursue our claim through the VHPA we are leaving the Club open to action for being involved in a transaction that is not legal. My preference would be to sit down with a representative of the HGFA and the VHPA in a face to face discussion about the issues involved. However, no amount of good will can change the legal position.

An alternative would be to seek a ruling from the Justice Department, Consumer Affairs, Victoria. This is also fraught with danger for the HGFA and VHPA if the Justice Department rules that we are right – which I believe they would have no option but to do. I am sure none of us wish to cause the HGFA or the VHPA unnecessary difficulty.

I will raise the issue at our next Meeting and seek the direction of SMC Members.

### **SMC WEB SITE**

Steven Bell continues to update the Club Web Site and is still looking for a program of pending events for publication. Any suggestions are welcome.

### **SHORT CROSS-COUNTRY TRIP**

On Thursday next, 3 June, a few of us are leaving Gary Wheeler's airstrip at Flowerdale for a flight down the Goulburn River to Echuca, overnighing, and returning on Friday. Anyone interested and able to join in should give Gary a ring. The weather forecast is promising and it should be a very enjoyable short haul.

## **FOR SALE**

Karen and Wally still have an excellent trailer for sale - built by Wayne Sternberg - **POA**



RING WALLY WIENER 0423 026939

At West Sale a PZL – 104 Wilga 80 which is a four seat multipurpose aircraft of STOL class is for sale for \$65,000.00. Anyone interested in buying this unusual aircraft should contact the Editor and I will put them in touch with the seller.



## **ANZAC WEEKEND TRIKE TRIP 2010 – From Anthony Meecham**

Well, like the Latrobe Valley fly-In, we cursed the weather gods in the days leading up to the Anzac weekend. After all, we had been planning a 4 day flying trip up around the Murray River area. Well you all know how the story goes about best laid plans...

Anyway, as the weekend approached, and as I had almost written the trip off, I got an unexpected call from Rohan Holtkamp, the CFI of Dynamic Flight School near Beaufort. He said “hey the weather is not looking that bad.” Now I know Rohan well enough to know that meant we were going triking!

We all arrived at Dynamic Flight on the Saturday night for the Western Victorian Hang Gliding Club meeting but my mind was on the weather for Sunday and Monday!

I must have checked the BOM’s ‘land and the wind’ forecast a dozen times and it looked better and better as time went on. We have been using this site for a while and it is pretty reliable. <http://www.bom.gov.au/jsp/watl/wind/index.jsp>

Due to time constraints, Rohan's plan was to fly up to Boort (75 Nm) with a SW tailwind and return the next day with a northerly. Now I was thinking that's just too good to be true. Well surprise surprise... that's exactly what we got.

Rohan led a group of five pilots off on Sunday morning around 11am, a little later than planned due to waiting for the SW to moderate a touch and also for a full briefing due to the fact that it was the first 'real' X/C for a couple of us.

The group consisted of Rohan (XT 582 Outback) Ron & Dean (XT582) and Steve Ware and me in Edge 582's



We straight lined it up towards Boort with Maryborough and Wedderburn airports as alternatives in an emergency. We had a small contingent of envious 'hangy' pilots to see us off, so away we went. It was an uneventful trip except for some minor comms problems. Ground speed was around 70kts due to 210/20 at 3500ft with 6/8 cloud.



We arrived in Boort on R/W 26 short, to an exciting thermic cross-wind with some very interesting approaches but all safely down. We were greeted by Ken Loader who opened up the newly built Biggin Hill Pilot Lounge which boasted a fully equipped kitchen and sitting area. Ken said that we could stay there overnight and we jumped at the chance. He also opened up the hanger where the local flying club has a very good aviation history display, (it is also home to the Boort Fly-in held in May and coincidentally on the following weekend 1/2<sup>nd</sup> May)



After making sure the trikes were safe, we were hungry! Rohan had organized his lovely wife Sandra to follow us in the support Delica! And so when she arrived, it was off to town to tour the metropolis of Boort, after a food pit stop at the Roadhouse of course.

Boort is an oasis in the surrounding flatlands with huge lakes that were to my surprise, still full. We journeyed out to find other local trike and hangy pilots Peter and Marlies Eicher who showed us around their impressive Olive farm and then it was off to the pub for a counter tea. After that it was back to the Eichers for a trike movie (what else!) of their and Alan Bevis's trip up to Lake Eyre last year. The video was hilarious with a very funny running commentary of just setting up the trike and flying along the highways. A real Mike and Mel adventure!





On Monday morning, after sleeping under the trike wing in my swag, we were off to the Boort alternative airstrip called Yando which is about 4 Nm to the NE and home to trikes, Sapphires, Gazelles and even two military Yaks. After a tour of the hangers and some tyre kicking, we set off for the return leg with Beavo escorting us out to the 10 Nm call.

The weather played the game and it was sunny with light winds from the North, so it was up to 4500ft which was handy being just above the inversion, for a smooth trip home with a ground speed of 50kts.



We dropped into a paddock for a quick bladder relief near Bealba. That's the beauty of the microlight, see a decent paddock, check for power lines and drop in and land. The trip involved flying past the 128 turbine Waubra wind farm on the hills around Mt Misery just east of Ballarat.

We arrived back at Dynamic Flight just after lunch, so it was a quick post flight check and back to Rohans for a bite to eat and a debrief.

All in all a great trip!

Dynamic Flight has low cost bungalow accommodation for pilots and Rohan welcomes all Southern Microlight Club members. There is hanger space available and it makes a great base for exploring the Grampians and beyond. Check it out on Google Earth: 37.26.5S, 143.28.5E.

Fly safe,

Anthony Meehan.

Thanks Anthony for your article.

## WISDOM FROM MILITARY TRAINING MANUALS

'If the enemy is in range, so are you.'

- Infantry Journal-

'It is generally inadvisable to eject directly over the area you just bombed.'

- US Air Force Manual -

'Whoever said the pen is mightier than the sword, obviously never encountered automatic weapons.'

- General MacArthur -

'Tracers work both ways.'

- Army Ordnance Manual-

'Five second fuses last about three seconds.'

- Infantry Journal -

'Any ship can be a minesweeper. Once.'

- Naval Ops Manual -

'Never tell the Platoon Sergeant you have nothing to do.'

- Unknown Infantry Recruit-

'If you see a bomb technician running, try to keep up to him.'

- Infantry Journal-

'Yea, Though I Fly Through the Valley of the Shadow of Death, I Shall Fear No Evil. For I am at 50,000 Feet and Climbing.'

- Sign over SR71 Wing Ops-

'You've never been lost until you've been lost at Mach 3.'

Paul F. Crickmore

'The only time you have too much fuel is when you're on fire.'

-Unknown Author-

'If the wings are traveling faster than the fuselage it has to be a helicopter -- and therefore, unsafe.'

- Fixed Wing Pilot-

'When one engine fails on a twin-engine airplane, you always have enough power left to get you to the scene of the crash.'

-Multi-Engine Training Manual-

'Without ammunition, the Air Force is just an expensive flying club.'

-Unknown Author-

'If you hear me yell; "Eject, Eject, Eject!", the last two will be echoes.'

If you stop to ask "Why?", you'll be talking to yourself, because by then you'll be the pilot.'

-Pre-flight Briefing from a Canadian F-104 Pilot-

'What is the similarity between air traffic controllers and pilots?

If a pilot screws up, the pilot dies; but If ATC screws up, .... the pilot dies.'

-Sign over Control Tower Door-

'Never trade luck for skill.'

-Author Unknown-

The three most common expressions (or famous last words) in military aviation are: 'Did you feel that?' 'What's that noise?' and 'Oh S...!'

-Authors Unknown-

'Airspeed, altitude and brains. Two are always needed to successfully complete the flight.'

-Basic Flight Training Manual-

'Flying the airplane is more important than radioing your plight to a person on the ground incapable of understanding or doing anything about it.'

- Emergency Checklist-

'The Piper Cub is the safest airplane in the world; it can just barely kill you.'

- Attributed to Max Stanley ( Northrop test pilot) -

'There is no reason to fly through a thunderstorm in peacetime.'

-Sign over Squadron Ops Desk at Davis-Montham AFB , AZ-

'You know that your landing gear is up and locked when it takes full power to taxi to the terminal.'

- Lead-in Fighter Training Manual -

As the test pilot climbs out of the experimental aircraft, having torn off the wings and tail in the crash landing, the crash truck arrives.

The rescuer sees the bloodied pilot and asks, 'What happened?'

The pilot's reply: 'I don't know, I just got here myself!'



## PLBs

Nine people took advantage of the excellent price I was able to negotiate for PLBs and they should arrive soon. Additional insurance on the shipment added \$3.75 but I took the decision it was worth the extra. Thanks to those who participated.

### Received in the Mail – For Information



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## TRIKE PILOT'S CONFERENCE

I have not heard any more about Chris Ballenden's suggestion for a one or two day triker's conference in Bright (or anywhere in Vic for that matter). Chris is still looking for support for this idea.

## NEXT MEETING

The next meeting is at the Manhattan Hotel, Canterbury Road, Ringwood, on Tuesday, June 8, at 1900hrs for a meal and at the new time of 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.*

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