



IMPORTANT NEWS

The saga of seeking funding from the HGFA/VHPA continues and I have had further contact with Martin Halford of the HGFA as instructed. After our telephone conversation Martin has been kind enough to ask me to set out our concerns in writing with the legal issues involved which I will do in the next couple of days. I have reproduced Martin's following email herewith:

"Thanks for the call yesterday.

As discussed, neither the HGFA, the VHPA or, as you reiterated, the SMC are interested in engaging in a costly or protracted legal battle on this issue.

If there exists a legitimate legal issue (or issues) then we will obviously need to deal with it.

With this in mind, can you please provide the exact details of your concerns at law such that pertain to the legal issues that are of concern to the SMC? Specifically, what are the legal issues that are preventing the SMC from seeking funding from the VHPA as outlined in the VHPA's Expenditure Guidelines? The more information, the better please.

Once the HGFA have these concerns in detail then we will endeavour to get a professional legal opinion regarding your concerns in order to determine a way forward.

My understanding is that the SMC would be happy to apply to receive funding from the VHPA provided there was no reasonable risk of any legal challenges to such an application against the SMC or any of its members at a later date.

I appreciate Kel that, at the end of the day, all you are really looking for is funding for the SMC. I look forward to receiving your response so we can resolve any legal issues that may exist and allow the SMC's members the peace of mind to access the funds available to them.

Kind regards,
...Martin"

I see Martin's response as a positive step forward which I hope will see our issues resolved.

PLEASE NOTE

I will be away from mid-July to the end of August so there will be no August Newsletter.

ANNUAL GENERAL MEETING

The Annual General Meeting of the SMC will be held on Tuesday 10 August 2010. All position will become vacant and Mark Howard has indicated he will step down as President. I am willing to continue as Secretary for another year but will not be able to attend the AGM. For the Club to continue we need people willing to step into the various roles. Please do not stand back and leave all the work to others. Consider nominating for an executive position.

PLBs

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

WEST SALE FLYIN / DRIVE IN QUEEN'S BIRTHDAY WEEKEND 2010

By Ken Jelleff

With a prevailing low pressure system receding into the East, the prospects for the Annual West Sale fly/drive in looked better than average for a mid-June weekend.

A bit of lingering cloud and occasional drizzle cells were all that was left by the Saturday, (in other words) "perfect flying conditions".

Alf Jessup had done it again. He had turned on a great spell of weather for the gang who began arriving on the Saturday of the Queen's Birthday long weekend. Some arrived with aircraft in tow and others arrived without, but it didn't really matter. As we now know, a great weekend of occasional flying and soaking up the general atmosphere at draughty airports talking with like minded souls about our particular avenue of pure aviation always results in a good time for all.



Mark Newell, Frank Bucci, Terry Blackford and Pauline Jelleff suited and ready to depart West Sale.

Unfortunately I was unable to participate on the Saturday due to being chained to the salt mines, however it was reported that the entourage set out from West Sale, intending to head to Churchill, for a quick visit with Geoff White, however, rain activity in that area suggested Geoff's grass strip may have been slightly waterlogged and so a more prudent stop was the sealed tarmac leading to the shelter and coffee of the Jelleff Hangar at Latrobe Valley.



Alf , Paul, Graham, Mark and Mitch ready to commit aviation.

On conclusion of this day's mission, we took pleasure in congregating at the La Porchetta in Sale where our Boardroom sized table saw much munching and yapping about the day's events, one of which included Franks encounter with Basil Faulty and his staff at a certain budget motel on the outskirts of Sale. We sympathized with Frank having to lodge in the one unit with the 1950's furnishings which had yet escaped their upgrade. Life can be tough sometimes.

The Sunday saw still (albeit cool) air, which prompted Alf to announce the days mission would be to overfly Bill Pilgrim's property at Bruthen, 50 odd Nm to the NE, and then on to Dr. Clem's scenic strip at beautiful Kalimna, a stone's throw from Lakes Entrance.



Who is taking their suit off first at chilly Kalimna. Terry, Pauline, Mick, Mark & Frank.

The 1 hr flight to Bruthen through the cold but calm East Gippy air took us past the North side of Lake Wellington, passing to the North of Riverera capital Bairnsdale and on to Bruthen. Bill Pilgrim is one of the fortunate few to boast an airstrip in the back yard of his cattle property, however, as it is located close to undulating ground with a “wire” in the vicinity, most of us resisted the urge to land, and from there diverted to Kalimna, except for Johnny (frequent flyer Brent) who needed to refuel his Edge Outback.



Max and Mitch ponder the mission.

Before landing at Kalimna, Pauline and I did an orbit of the Lakes Entrance township. One of the great coastal views in the world on a day with blue skies. Unfortunately this was not one of those days, so we skipped across to Kalimna to land beside the squadron for the purpose of stretching our legs before departing again in a straight line for Sale, which took us over the bustling resort at Metung at the edge of Lake King, across a short water stretch to Raymond Island and the boating Mecca of Paynesville.

1hr 20 mins later we were back at West Sale base planning a light lunch, so as not to interfere with the sumptuous feast Sharon and Alf had arranged for us that evening.



Dinner at Café McGilvray (aka Runways Edge Restaurant)

Lorraine and Bob Mcgilvray again extended their hospitality by offering their restaurant as a venue for our Sunday night feast, compliments of Sharon and Alf. No better venue could there be for this breed of diners, with the big screen TV broadcasting the Yankee DVD's "19 left" followed by "19 right". (Well worth checking out).

An excellent night all round. Some of us wondered how our colleagues up on the Murray were faring on *their* trip, probably huddled under their wings in a small damp paddock shrouded in mist, cursing at the lack of firewood while we were dining like royalty in a cozy hangar/restaurant??



Mark demonstrates the size of the one that got away. (Paul is skeptical).

The final day, (as is always the case) saw blue skies, nil wind with beautifully formed scattered cumulous just to break the monotony. The crew departed Sale for Latrobe Valley to pickup Pauline and myself, and Geoff White. The flight to Yarram was idyllic, crossing the Strezlecki ranges at 4000 ft with the vista of Wilsons Prom and Corner Inlet to greet us with the Toora wind farm towers plainly reflected in the early morning sun away some 50 klm to the West.

As the gaggle put down one by one at Yarram, local Jim Christiansen made sure the kettle was boiled for beverages to warm us up. We are fortunate in Gippsland to be so close to a myriad of scenery to fly over with the Alps and the coast only 20 minutes flight to the north or south.



Traralgon with Loy Yang Power & Mine in background, then Strezlecki ranges and coast beyond.

With hot liquid loaded and unloaded, we were off to Leongatha, (for the heck of it) before turning back NE for the flight back to Latrobe Valley and a much welcomed sausage and salad feast in the big hangar.

http://www.trikepilot.com/videos/view/2010-west-sale-fly-in_9026.html

Mark Newell who was occupying Alf's back seat has put a great video together of the weekend (excellent job Mark) see the above link.

Another great get together of flying talking and eating. Lots of safe flights which introduced some pilots to the area for the first time (well done Max). Many thanks to Alf for his infectious enthusiasm, and look forward to doing it again next year.



Max, Alf & John content after a feed of snags and salad.

TORRUMBARRY TRIP

By Kel Glare

The alarm at 0500 hrs on 3 June 2010 was unwelcome but as I rolled out of my warm bed I was thinking of the flight ahead and determined to be at Gary Wheeler's hangar at Flowerdale with the covers off my trike and all checked out, primed and ready to fly by 0800. At 0800 I had been joined by Gary and Steve Bell and we were waiting to be joined by Reg Thaggard who was to come from Dixons Creek.

Our well laid plans were thwarted by heavy fog and low cloud and we cooled our heels into the afternoon. Reg made one abortive attempt to join us and had to turn back to Dixons Creek but about 1400 hrs managed to join us as the fog and cloud lifted. We were soon on our way headed to Torrumbarry via Nagambie. Flying along the King parrot Creek to the Golburn River in perfect conditions was a joy as the spectacular hills and valleys unfolded below us. We all did a few circles to allow Gary to keep up in his Wizard and we skirted busy Mangalore and arrived at Nagambie. Gary had called ahead to ensure that we would not encounter any "meat bombs" as Nagambie is an active site for parachutists.

A short refueling and pit stop and we were again on our way to Torrumbarry. There is no actual airstrip at Torrumbarry but on arrival Gary, Steve and Reg landed in a previously identified smallish paddock known as the local cricked ground. I opted for a larger area as I was not confident my small drum brake on the front wheel of my trike would allow me time to stop before reaching the boundary fence. We quickly tied our trikes down and headed across the road to the Torrumbarry Pub.



Steve and Gary at Torrumbarry.



Torrumbarry Cricket Ground.

Publican, Allan Bolden, and his staff made us extremely welcome and we were served an excellent dinner and told lies about flying over a couple of convivial drinks. I strongly recommend a stay at the Torrumbarry Hotel/Motel as we could not have found ourselves in a more relaxed and friendly environment.



Views of the Torrumbarry Township and Hotel/Motel with trikes lined up out the front.



Allan Bolden in the back of Reg's trike.



Reg on base for Torrumbarry.

On 4 June we again had to wait for the light fog to clear. Once clear Reg took Allan for a quick flight over the Torrumbarry area. We then commenced our departure for Nagambie but circled for fifteen minutes while Steve got himself organized. Although Gary was doing very well with his Wizard, Reg, Steve and I did a bit of additional exploring as we kept pace with Gary. Well short of Nagambie we were confronted by a large cloud mass and low fog. I identified a suitable paddock which was very flat and the grass short and we all landed. Eventually the cloud ahead of us cleared and we were off again.

Another pit stop at Nagambie where we were again made very welcome and on we went. Passing Mangalore we noted that the airstrip was very busy so we kept at a suitable distance and headed towards Seymour. Near Seymour we parted company. Reg headed straight for home at Dixons Creek and Gary and Steve diverted to Yeaburn, again to avoid cloud. Gary and Steve waited at Yeaburn for clear weather and flew back to Flowerdale. I continued on towards Flowerdale in beautiful conditions above the cloud but on arrival at Flowerdale could not maintain legal VFR flight to land there. I made the decision to fly further down the valley and found a landing site about 4 nm further on. This paddock was quite small and had a sharp slope but I had no problems putting down safely.

I tied the trike down after talking to the owner of the property and Gary was kind enough to go with me the following day and we broke the trike down, put it on a trailer, and drove back to Flowerdale. The final leg of the trip had proved a bit more exciting for me than I wished for.

I will certainly be a starter for any future trips to Torrumbarry.



Kel's eventual landing site.



Gary ready to help pack trike up.

TRIKE PILOT'S CONFERENCE

Chris Ballenden's suggestion for a one or two day triker's conference in Bright (or anywhere in Vic for that matter) is still pending. Would anyone like to volunteer to assist with making this suggestion a reality?

RADIO OPERATOR'S ENDORSEMENT

My plea for those not endorsed to operate a VHF radio to identify themselves brought few responses. I believe our next move should be to use the HGFA records to identify those not suitably qualified and for the SMC to insist that these Club members bring their qualifications up to date. I intend to raise this issue at our next Meeting.

NEXT MEETING

The next meeting is at the Manhattan Hotel, Canterbury Road, Ringwood, on Tuesday July 13 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

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