



FUNDING NEWS

I have forwarded a claim to the VHPA for funding that I hope will be considered at their next meeting.

WHAT A MAGIC DAY! From: Kel Glare

On Friday 8 April I trailered my trike to Latrobe Valley and set up in Ken Jelleff's magnificent hangar. Early the next morning I set off with Ken, Steve Bell and Ian Rees for Yarram. I only went for about fifteen minutes when I decided I did not feel well and made the decision to return to Latrobe Valley. It was rather rough and the others also turned back. That was my last flying for the weekend due to bad weather as a cold front came through with rain and more rain.

On the Saturday evening of 16 April I returned to Latrobe Valley with the weather Gods promising a good flying day for Sunday. At 0730hrs Sunday I set off with Ken, Steve and Ian for Tooradin for breakfast. Alf Jessup and Terry Blackford also headed from West Sale to Tooradin.

The Latrobe Valley was covered in thick fog so again after about fifteen minutes I returned with Steve and Ian to Latrobe Valley while Ken with his wife, Pauline, continued on. Half an hour later we received the news that Tooradin was clear and we were told that if we stuck to the hills to the south of the Valley we had clear air all the way to Tooradin. We set off again in smooth air and from time to time I veered away to the south east to keep pace with Ian and his slightly slower trike. About fifteen nautical miles out of Tooradin I noticed that I was no longer receiving radio transmissions. Having veered away I turned back to find that who I thought was Ian had gained a bigger lead on me than I expected. I pulled the bar in and added power but could not catch up. I followed this trike into Tooradin hoping that I had been included in the inbound calls (I had – thanks guys) only on landing to find that when I veered away the last time Ian and Steve had changed places and I had actually been following Steve. That explained why I could not catch up. Thankfully, radio problem soon fixed.

We consumed an enormous breakfast at Tooradin and Gary Wheeler and Reg Thaggard arrived from Flowerdale.

On leaving Tooradin and heading for Leongatha I kept pace with Ian again but lost sight of him near Leongatha. When I landed at Leongatha I found I was the only one there. A quick comfort break and a call on the radio established I had misunderstood the intentions and found that the others had overflowed Leongatha and headed straight for Yarram. Back in the air I detoured around someone doing aerobatics over their private airstrip and flew down to the coast. Stunning views of the shoreline and across the water as I passed Port Welshpool and eventually turned inland to land at Yarram in a slight cross wind.

Steve and Ian were already at Yarram and I was greeted by someone who said to me, “The last time I saw you I took you fishing.” Jim Muirhead who manages the Yarram airport was a Ranger on the Thompson Dam site in 1979 when he took me fishing in the Thompson River. I recalled that after catching a couple of trout I waded around a bend in the river with my fishing rod over my shoulder and the lure a meter out of the water when a suicidal trout rocketed out of the water and tried to take the lure. Unfortunately the fish missed as it would have been the only time I caught a fish without having a line in the water. We had a wonderful venison casserole at the Ranger’s hut that night.

After the obligatory coffee and fuel top up we headed over the Strzelecki Range at 5,900ft for me to clear the cloud and keep well above the terrain with frequent radio calls as Latrobe Valley was very busy with at least one aircraft headed in the opposite direction to Yarram.

Smooth landing and time to pack up the trike and put it on the trailer for the uneventful trip home. My thanks to Ken Jelleff for allowing me to leave my trike in his hangar for the week.

What a magic day.



Intrepid Pilots Gathered at Tooradin



“Old Man Emu” at Tooradin

INTERESTING

F-111 Belly Landing – Australia - <http://www.youtube.com/watch?v=KIyYK9oz9Go>

<http://www.dump.com/2010/12/21/did-you-know-theres-an-entire-type-of-aircraft-that-relies-on-the-ground-effect-to-stay-aloft-video/>

‘Ode to a joyous flight’ - http://www.youtube.com/watch?v=T_VtgDfL3Eg&feature=related

http://www.stclairphoto-imaging.com/360/P51-Mustang/P51_swf.html

FROM JON NEWELL

Hi all SMC members - just a quick note to let you know the first Revo has landed in Australia and been certified. It is flying out of the Bunbury airfield in WA. The owner, Roger, has commented on the excellent engineering and finish on the trike and says it handles turbulence and cross wind landings very well. Better than he had hoped for and Roger also commented the cabin heat works very well and that even though it is a small wing its glide ratio is also far better than he imagined it would be. Three Revos with 2 different wings will be at La Trobe Valley airfield in early May. All SMC members are of course welcome to come and see the aircraft there. I will however see if I can exhibit the trike at Coldstream airfield sometime soon after it has landed for easier access to Club members. The exhibited trike will be the actual world record holding trike for speed over a closed circuit of 50, 100 and 150 kms - and is the yellow Revo often seen on the videos on U-Tube.

REVO WINS GRAND CHAMPION AIRCRAFT AWARD

The Revo trike has won the prestigious Grand Champion Light Sport Aircraft Award at the 2011 Sun’N Fun Airshow, the second biggest air show in the world. This means it not only beat all other trikes to win the award, it beat all fixed wing aircraft as well. This is an outstanding achievement by Evolution Trikes.

For all SMC members who wish to see and even fly a Revo the World record holding trike (50,100 & 150 kms closed circuit speed records) a trike will be available at La Trobe Valley airfield at the President's, Ken Jelleff's, hangar from mid-May.

It has the Competition wing, 912 ULS engine, electric trim, carbon fibre reinforced body, upgraded Enigma flight instrument package, V-10 MGL radio, landing lights, backseat arm rests and many other features to see.

Below is a picture of this trike available to SMC members and pictures of the award winning trike and the actual Grand Champion Fun 'N Sun award.



All the best of flying - Jon Newell - SMC member.

Video link to a trike competition a “Revo” won.

<http://www.youtube.com/watch?v=XE-a4Fv7fyw>

FROM JOHN WAITE

The link to plain English weather forecasts is - <http://pemet.com.au>

FOR SALE - FROM JOHN OLIVER

Note: Some items may have already been sold.

912 SST (topless) Tundra - This is Airborne’s first SST. It is the one on their website & sold to me with 100 hrs and a new yellow/black wing. It now has 140hrs on it (wing only 40hrs) \$60000.

582 X outback/classic - This one is a bit rough. Base was an outback and converted to a classic with side skirts, pod & spats. Its oil injected, 320hrs base with a 150hr Wizard 1 wing. \$14000.

Wizard 2 sail only 15hrs in perfect condition - best offer.

Wizard 1 sail - red/black - best offer.

Flying suits Black with silver sections. Inside is lined and warm. They are less bulky than freezer suits. Small to XXXL - \$250.

Coming Soon:

Training Manuals. You can see a sample on my website www.oliair.com. I should have them printed soon.

Single seat trikes. Yet another long term project. I have two versions semi-completed.

Part 103. Hopefully there will be a change in the 70kg ruling and we will get the higher UK or USA weight ruling.

LSA. I still have to get compliance done, which is a huge job, but the engine options will be either a 45hp two stroke, or a 65hp four stroke, plenty for powering any of the LSAed trike wings from Airborne, P&M and Aeros.

Single seat Gyro. Richard Myrtle is well on the way to completing these. I will keep you all informed.

John Oliver 0428303484 or johno@oliair.com

GUEST SPEAKER

John Reynoldson will be our Guest Speaker at the May Meeting. John has a wealth of experience flying hang gliders, trikes and picolight aircraft. He is also a communications guru and many of us will have John's gear installed on our aircraft.

An interesting night is assured.

NEXT MEETING

The next meeting is at the Manhattan Hotel, Canterbury Road, Ringwood, on Tuesday, May 10 at 1900hrs.

CONTRIBUTIONS

I welcome contributions from members and thank those who do contribute. 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:

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