TRIKE NEWS

Newsletter of the Southern Microlight Club

August 2011
www.southernmicrolightclub.com.au

FUNDING NEWS

Our claim lodged with the VHPA for funding has been rejected.

I will table the VHPA response at the next SMC Meeting.

On the instructions of the SMC Committee I have now written to the HGFA to ask that any pilot levy paid by our members be directed to us, or, alternatively, we receive directly any pilot levy imposed on our members.

Apparently there are 520 HGFA registered pilots in Victoria and only 37 of them are Microlight pilots.

MAINTENANCE COURSE

Ken Jelleff has been in contact with Kevin McNally who has indicated he, Kevin, would be involved in conducting a Trike Maintenance Course consisting of General Theory on the functioning of both 2 & 4 stroke engines. A run-through of periodic maintenance scheduling and advice on carburettors, icing and adjusting needles and seats and Trike base inspections, suspensions, wires, brakes, and periodic inspection of wings to HGFA requirements.

Date time and place will be advised when details are finalized.

RAA-AUS

Mick Poole will be leaving his position as Operations Manager with RA-Aus on the 5th August and taking up a new position in the Self Administering Sport Aviation Organisations Section (SASAO), in CASA.

Zane Tully will be looking after RA-Aus operations until someone is appointed to fill Mick's position in the next few weeks. This person may be able to attend and talk to us about current RAA-Aus trike operations.

PILOT TRAINING ASSESSMENT

pilot_training_assessment.htm

INTERESTING

Terrifying airport runways.

http://www.womansday.com/Articles/Life/Travel/10-Terrifying-Airport-Runways.html?cid=wd%3Aotb%3Alifestyle%3A10-Terrifying-Airport-Runways%3A

What follows has little to do with trikes but is Aviation history.

Space Shuttle Flight Deck.

http://360vr.com/2011/06/22-discovery-flight-deck-opf_6236/index.html

END OF AN ERA – Boeing plant II

This happened late September last year.

For those who might enjoy aviation history. 1944? No - it's the year 2010.

Early Saturday morning in a rainy Seattle 0300 hrs local time. The location: Boeing's historic Plant II - about to be torn down after three quarters of a century producing thousands of the most significant and historic airplanes ever built. In preparation for demolition, three airplanes that have been undergoing Museum of Flight restoration in the factory's assembly bays will have to be moved. Just as in days past, with lights and images reflecting off the wet pavement, the last three airplanes are rolled out. The giant hangar doors are raised, the tugs and towbars are hooked up, and with lights flashing, they are moved out of the factory and onto the historic ramp. Where so many have gone before. Then across East Marginal Way and out onto Boeing Field.

They are the last airplanes to roll out of these doors. Ever.

First out isn't even a Boeing airplane - but rather a Lockheed Super G Constellation that flew for Trans-Canada Air Lines. The Connie is destined for the Air Park, next to Air Force One, after a Plant II stay of 1 year and three days.

Next is a Boeing B-17 - especially heart-tugging as she is the last B-17 to roll out of these doors. Boeing built 6981 B-17s in this factory during WW II, at a peak rate of 16 per day. I guess you could say they built 6981 and rolled out 6982 - including this last ship - 65 years after her last sister.

A poignant moment in time.

Museum employee and good friend Evan Elliott, driving the tug, knows he has just made history.

Finally, a Boeing B-29 rolls under the raised hangar doors and out into the dark and wet night. The very last airplane that will ever roll from this factory.

This Boeing B-29 is the "last of the last."

The now empty factory bays sit - silently awaiting their fate.

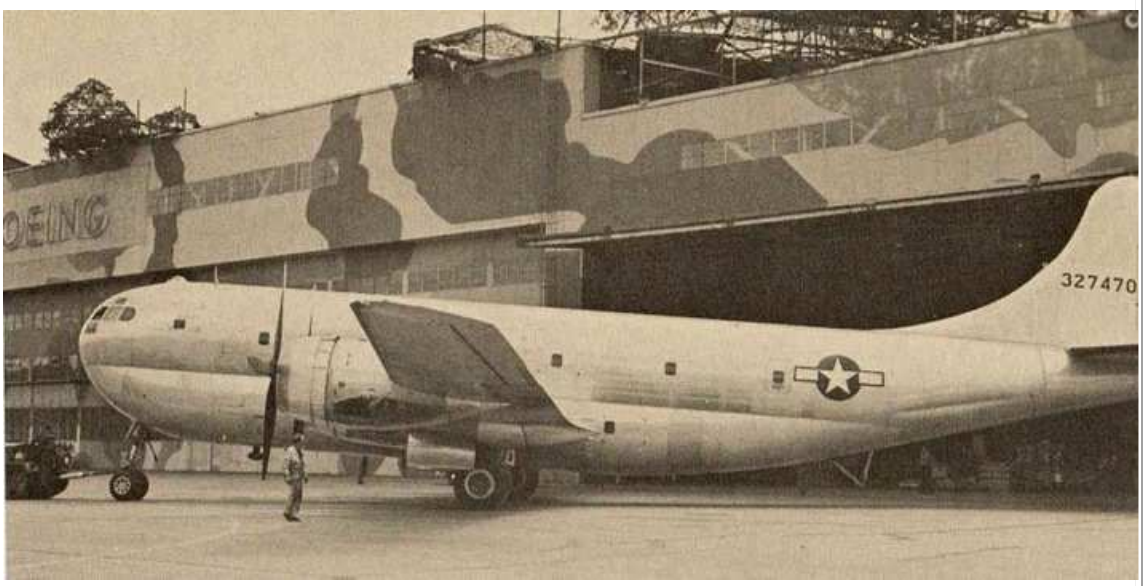
Everyone present knew they were witnessing history unfolding in front of their eyes. More than a few tears ran down more than a few cheeks, to mingle with the soft Seattle drops of rain.

A Boeing Plant II Primer

The ramp that these three historic airplanes roll across, and the building they leave is one of the most historic aviation sites in the world.

Here, in April 1944, are the 16 B-17 Flying Fortress bombers produced in this building - that day,

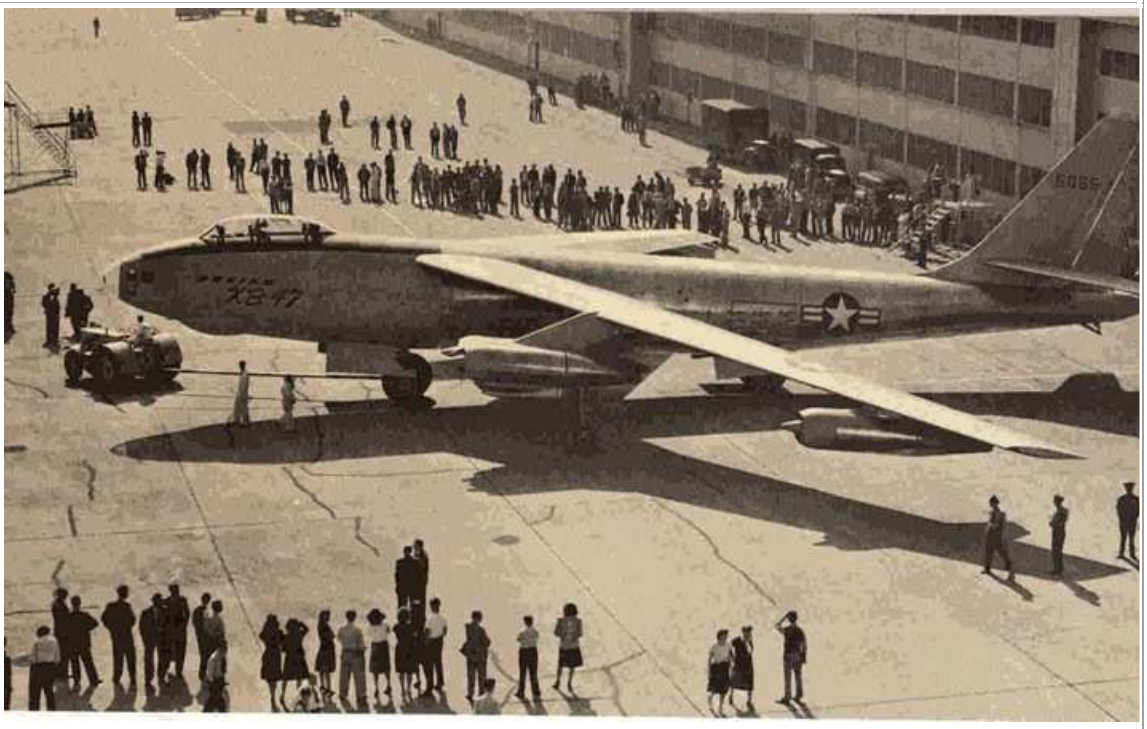
And every day! Click here for a Personal Note about those B-17s.



In October 1944, the first Boeing XC-97 rolled out of these doors - later to become the C-97 transport, KC-97 Tanker, and B-377 commercial Stratocruiser. (See the camouflage on the roof?)

During WW II, the plant was completely camouflaged to look like a residential area as protection against possible Japanese air attack.

In the late 1940s and early 1950s, myriad B-50 bombers and C-97 Transports are being produced in this factory.



On 12 Sept 1947, a radical new airplane - the Boeing B-47 six-jet bomber Prototype is rolled out. This airplane is the direct lineal matriarch for all the jet airplanes Boeing has produced since.

In 1952, in the darkness and wet of a Seattle night, the Prototype Boeing B-52 8-engine Bomber is rolled out and across East Marginal Way. She's shrouded in secrecy and covered by canvas and tarps. This amazing airplane is still in front-line combat service to this day.

Here 277 B-52s are being produced where the earlier airplanes once were assembled.

And, in 1966, the first Prototype Boeing twin-jet 737 was manufactured in this building and rolled out of these doors on to this ramp. This airplane (which I worked on - then, and which I still work on - now,) is in the Museum's collection. She's the first of more than 8000 737s built or ordered since then.

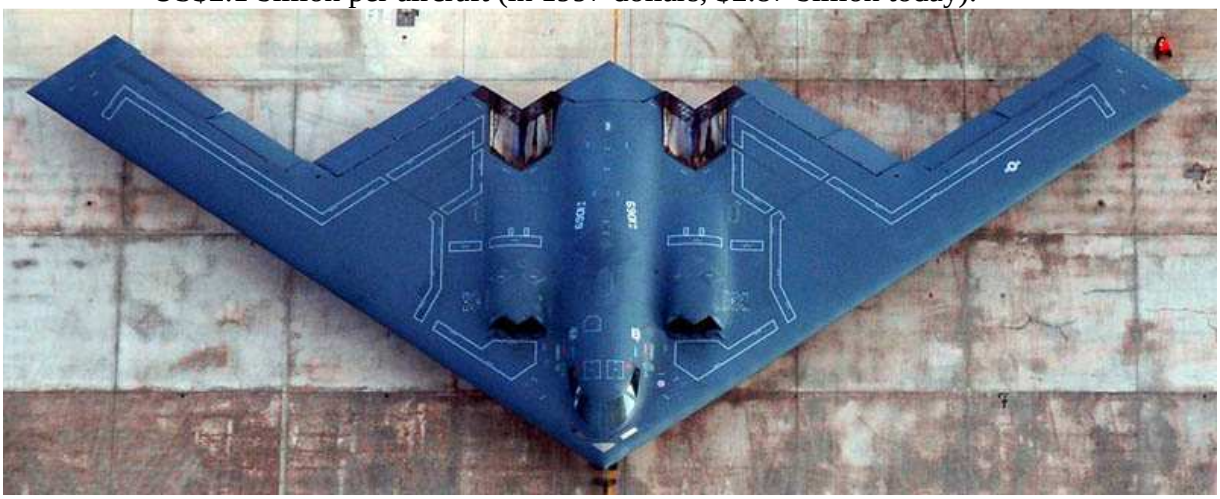
And so, today - History meets History as the last three airplanes roll out of these doors. Boeing's Plant II is truly aviation *Hallowed Ground.*

THE STEALTH BOMBER

The Stealth Bomber

Northrop Grumman's B-2 Spirit, more affectionately known as the **Stealth Bomber**, is one sexy, sneaky and sophisticated piece of technology. More an alien spaceship than US Aircraft, the Stealth Bombers iconic design is instantly recognizable unless of course its on a stealth mission. Below are ten things you might not have known about the world's most expensive boomerang.

The B-2 Spirit (also known as the Stealth Bomber), is manufactured by Northrop Grumman. The cost of each aircraft averaged US$737 million in 1997 dollars ($1.01 billion today). Total procurement costs averaged US$929 million per aircraft ($1.27 billion today), which includes spare parts, equipment, retrofitting, and software support. The total program cost, which includes development, engineering and testing, averaged US$2.1 billion per aircraft (in 1997 dollars, $2.87 billion today).



While no aircraft is totally invisible to radar, stealth aircraft prevent conventional radar from detecting or tracking the aircraft effectively, reducing the odds of a successful attack. Stealth is the combination of passive low observable (LO) features and active emitters such as Low Probability of Intercept Radars, radios and laser designators. These are usually combined with active defences such as chaff, flares, and ECM. This philosophy also takes into account the heat, sound, and other emissions of the aircraft as these can also be used to locate it.

Twenty B-2s are operated by the United States Air Force. Though originally designed in the 1980s for Cold War operations scenarios, B-2s were first used in combat to drop bombs on Serbia during the Kosovo War in 1999, and saw continued use during the wars in Iraq and Afghanistan. One aircraft was lost in 2008 when it crashed just after takeoff; the crew ejected safely. B-2s were also used during the 2011 Libyan uprising.

The bomber has a crew of two and can drop up to 80 500 lb (230 kg)-class JDAM GPS-guided bombs, or 16 2,400 lb (1,100 kg) B83 nuclear bombs in a single pass through extremely dense anti-aircraft defences. The B-2 is the only aircraft that can carry large air to surface standoff weapons in a stealth configuration.

At the programs peak, approximately 13,000 people were employed at a dedicated plant in Pico Rivera, California for the aircrafts engineering and portions of its manufacturing. The B-2 was first publicly displayed on 22 November 1988, at Air Force Plant 42, Palmdale, California, where it was assembled. The B-2s first public flight was on 17 July 1989 from Palmdale.

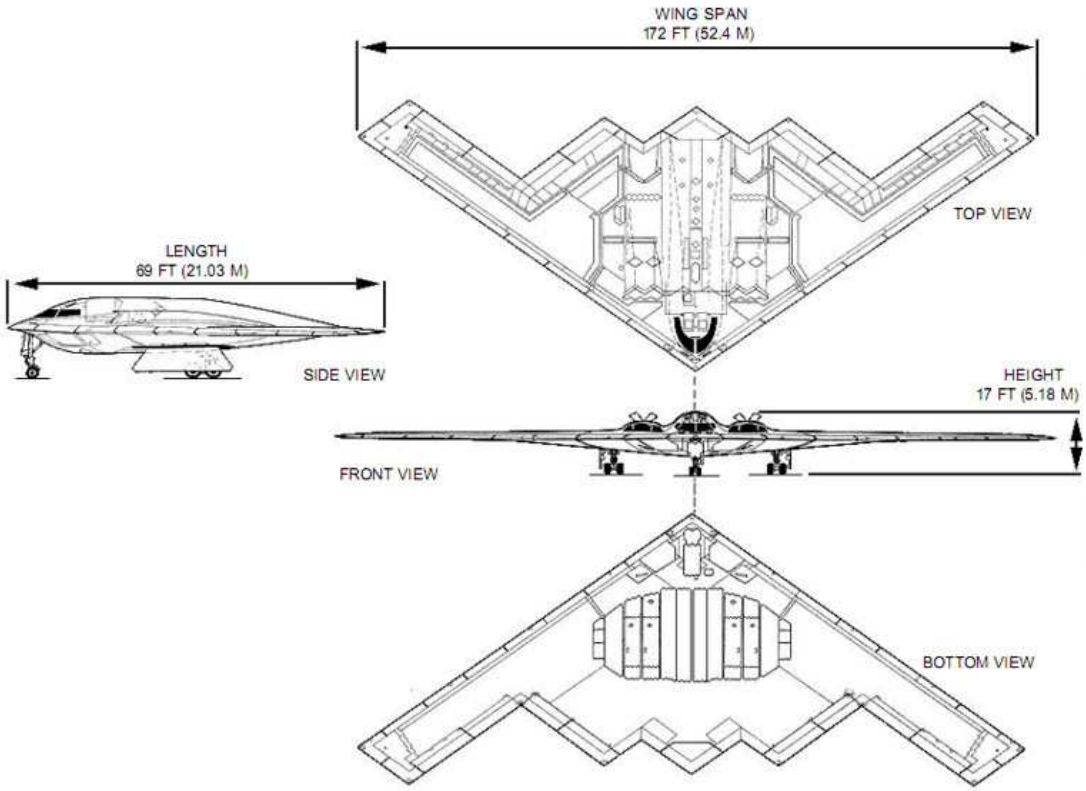
In 1984 a Northrop employee, Thomas Cavanaugh, was arrested for attempting to sell classified information to the Soviet Union, which apparently was smuggled out of the Pico Rivera, California factory. Cavanaugh was eventually sentenced to life in prison

and released under parole in 2001. Noshir Gowadia, a design engineer who worked on the B-2s propulsion system, was arrested in October 2005 for selling B-2 related classified information to foreign countries. On 24 Jan 2011, Gowadia was sentenced to 32 years in prison.

On 23 February 2008, the B-2 Spirit of Kansas crashed on the runway shortly after takeoff from Andersen Air Force Base in Guam. The B-2 logged 5,176 flight hours, and it was the first crash ever of a B-2. The two person crew ejected safely from the aircraft and survived the crash. The aircraft was completely destroyed, a hull loss valued at US$1.4 billion. The cause of the crash was later determined to be moisture in the aircrafts Port Transducer Units during air data calibration. The moisture distorted the information being sent to the bombers air data system. As a result, the flight control computers calculated an inaccurate airspeed, and a negative angle of attack, causing the aircraft to pitch upward 30 degrees during takeoff.

Each B-2 requires a climate-controlled hangar large enough for its 172-foot (52 m) wingspan to protect the operational integrity of its sophisticated radar absorbent material and coatings. The engines are buried within the wing to conceal the induction fans and hide their exhaust.

The U.S. Air Force reports its range as approximately 6,000 nautical miles (6,900 mi; 11,000 km). It has a maximum speed of Mach 0.95 (550 knots, 630 mph, 1,010 km/h) at 40,000 ft altitude, while cruising speed is Mach 0.85 (487 knots, 560 mph, 900 km/h) at 40,000 ft altitude)



Length: 69 ft (21.0 m) | Wingspan: 172 ft (52.4 m) | Height: 17 ft (5.18 m) | Wing area: 5,140 ft (478 m) | Empty weight: 158,000 lb (71,700 kg) | Loaded weight: 336,500 lb (152,200 kg) | Max takeoff weight: 376,000 lb (170,600 kg) | Powerplant: 4 General Electric F118-GE-100 non-afterburning turbofans, 17,300 lbf (77 kN) each | Fuel Capacity: 167,000 pounds (75,750 kilograms)

TUMUT VALLEY FLY-IN

Hi Folks,
Yes the Tumut Valley Fly-in is fast approaching, held on the last week of August every year. This year's event will be Saturday the 27th and Sunday the 28th of August 2011. Come and join us at one of the most scenic parts of our vast country and join in the activities, with something for everyone. I am pleased to announce that Avgas will be available over the weekend thanks to Skyfuel Australia. Here at Tumut we are working together with Skyfuel to have a fuel installation at Tumut once again.
Visit the club webpage for further information regarding our club and the event.
www.tumutaeroclub.org.au
See the video for the upcoming fly-in here
http://www.youtube.com/watch?v=_vswHJ43Qvk

If you are planning to attend or would like further information email president@tumutaeroclub.org.au
Where possible please advise if you wish to attend Dinner on Saturday night in town.
See you soon in Tumut,
Regards Simon Smith
Tumut Aero Club

WEST SALE FLY-IN

Some pictures from the June West Sale fly in from Jon Newell that was well attended at Ken's hangar. Jon believes we had 19 trikes in the hangar at its peak and thought the pictures in the newsletter would let members know fly-ins are well supported. Revos figure prominently.

TRIKE FOR SALE

http://cgi.ebay.com.au/ws/eBayISAPI.dll?ViewItem&item=230647464731&ssPageName=ADME:B:SS:AU:1123

ANNUAL GENERAL MEETING

The Annual General Meeting of the Southern Microlight Club will be held at our usual venue on 9 August 2011. Please attend and consider nominating for office to spread the workload.

As advised last month, I intend to stand down as Secretary. At the age of 73 I believe a younger more enthusiastic person ought to take on the role. Someone please put their hand up. I am prepared to continue as Newsletter Editor.

NEXT MEETING

The next meeting is at the Manhattan Hotel, Canterbury Road, Ringwood, on Tuesday, July 12 at 1930hrs after a meal for those who wish to enjoy pleasant dining with fellow pilots 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:

Kel Glare: 03 9439 5920

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