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Trevor Lane.

So much has happened since I last put together a newsletter; we have spent an evening with Brian Milton, the first person to fly a microlight around the world. We have put on a stand at the Avalon Airshow, and we have spent some time with Larry Mednick, who enlightened us (Well certainly me) about the most common things we can do to improve our flying.

The amount of work that goes on behind the scenes to pull off a month like this is quite phenomenal. Steve worked very hard ensuring we all could enjoy our event with Brian Milton, entertaining him beforehand, ensuring we had room and equipment, spending hours on the phone and in his car organizing the event. Of course he had help but no-one should detract from the effort he put into this. Tony has spent weeks', not hours putting the Airshow together, that is spread over several months. Once again, Tony has acknowledged the amount of help he received but just to make one thing clear; without his orchestration and effort the air-show would not have been the success it was. Tony put himself under tremendous pressure to deliver, and that is what he did. Tony delivered 110%. We were fortunate as well to have our old friend John Newell arrange for us to meet Larry Mednick. Not just at the club meeting but also the invitation to fly with him in his Revo at Swan Bay.

“we are standing on the shoulders of some pretty tall guys”

Steve had the support of the team, and Tony has had the support of the whole club; but that is the point. When we have people who are prepared to go the extra mile, and we also have the people that are prepared to back them, we really can achieve amazing things.

The club is going from strength to strength, and we can do this because we are standing on the shoulders of some pretty tall guys. All I really want to say this month is thanks to the tall guys, and thanks to the people who are prepared to support them.

Readers Pictures

Old useless relics and a tractor by Tony Batson



Southern Microlight Club Incorporated

Useful information

Southern Microlight Club Inc. is incorporated under the Associations Incorporation Reform Act 2012

Southern Microlight Club Inc. is affiliated to the Hang Gliding Federation of Australia

If you would like to pay money into the club account for payment of membership fees, the purchase of polo shirts, or deposits for events; then please make a direct deposit to:

Account Name : Southern Microlight Club

BSB : 063109

Account No : 10405908

Please indicate your name and what you are paying for. If you do not have enough space in your banking website to put sufficient information, then please email treasurer@southernmicrolightclub.com.au with the details.

Upcoming Events

Mar 28 th – 30 th	Temora Natfly
Apr 9 th	General Meeting with Tim Penny
Apr 13 th – 14 th	Loxton SA
May 14 th	General Meeting with Michael the Mig Man
May 18 th – 25 th	Megafauna Fly-away
Jun 8 th – 10 th	Latrobe Fly-in
Jun 11 th	General Meeting
Jul 6 th	Wahring Field Fly-in
Jul 9 th	General Meeting
Aug 3 rd	Maintenance Day
Aug 13 th	General Meeting with BoM
Sept 10 th	General Meeting
Oct 15 th	General Meeting
Nov 2 nd – 5 th	Grampians Fly-in
Nov 12 th	General Meeting
Nov 22 nd – 24 th	Gathering of the Moths
Dec 10 th	Xmas break-up Meeting



For Sale and Wanted

Wanted

If anyone is selling a Streak 11B Wing would you please get in touch with Steph Campion at jwcsmb@hotmail.com who has cash waiting.

Facebook page for Microlight Pilots.

Perry Johnstone



In an attempt to get greater communication happening across the Australian Microlight community, I've created a Facebook "Group" called "Australian Microlight Pilots, Owners & Enthusiasts". The purpose of the group is to provide a forum where Australian Microlight pilots, future Microlight pilots, Microlight owners, and general Microlight enthusiasts can stay connected and share their knowledge; adventures; pictures; videos; details of events; promote their local flying schools and clubs; and generally promote the fun that is Microlight flying. I note that a Just about all schools and a lot of clubs have their own Website (with a small number already having their own Facebook pages), however being a Facebook group it is about connecting individuals not necessarily organisations such as schools or clubs.

"To find us on Facebook you just need to search on 'Australian Microlight Pilots, Owners & Enthusiast' and request to be added."

Why Facebook? Well Facebook really comes into its own particularly with respect to sharing of photos, videos, scheduling and tracking of events (such as fly-ins etc.), and promoting other business already established on Facebook, I found that I (along with most other folk I talk with) was

spending more and more time connecting with people via Facebook than any of the other forums, hence the idea to connect Australian Microlight pilots via Facebook where a lot of them would spend an amount of time already connecting with other people in their personal networks. Those that have Facebook profiles tend to "check" Facebook at least once a day (for most people it's more often), whereas other forums may get "checked" as little as once a week.

To a large extent it's personal as to which communication medium individuals prefer to use based on factors such as familiarity, security etc. What I've tried to do is tap into probably the most prominent form of social media (Facebook) so as to reach the widest audience. Through existing personal Facebook networks, I'd love to see the sport promoted to folk who may never have considered it (or known about it) in the past.

To find us on Facebook you just need to search on "Australian Microlight Pilots, Owners & Enthusiast" and request to be added. One of the admins will see the request and approve. We'd love to tap into the network of Microlight pilots from around your area. While at the moment it just has a couple of us folk from around Caboolture and South Australia, we were hoping to connect in with other Microlight pilots from all over Australia, noting that a couple of us are looking at packing up the trikes on trailers and doing a bit of touring over the next couple of years. Conversely if any other Microlight pilots are touring and passing through the Caboolture area we'd love to keep in touch and provide support if required (e.g. fuel, transport, accommodation, airfield access, tools, local knowledge, contacts, etc.).

Diary of a Pilot

Trevor Lane

Friday 1st March 2013

9.00am

Why is there a dirty sock in my swag? I have been wondering why I have got a drawer full of odd socks and now I know why. Oh well, the smell will dissipate before I need to crawl into it tonight, my swag that is. Better just roll it up now and put it on the back of the bike, Avalon Airshow beckons.

10.00am

The Bike is all packed up and I am ready to go. I like the way everything fits neatly into my panniers and tank-bag. With the swag rolled up across the back it really looks like a proper touring machine.



10.01am

How are you supposed to get on a bike that is loaded up with so much stuff? Normally I just swing my leg over the back seat but that just isn't possible.

10.02am

Ouch, I nearly dislocated my hip. I am sure I was suppler than this when I was younger. Actually I know I was more supple because I ... actually that is another story and for another time! Actually it's not even for another time.

10.03am

Okay, I'm off. It feels good to be on the open road, this is going to be a great trip. I just love motor biking with the wind in my face and the smell of the fields.

10.20am

Better pull in and get some petrol, I had a great time last Wednesday at Broadford State Motorcycle Sports Complex but boy did I use some fuel.

10.21am

How am I supposed to get off this thing when it is fully loaded? Ouch I think I have just dislocated my hip.

10.30am

I love biking; it is so affordable, full tank and change from a \$20 note. I think I had better use the toilet before I get on my way. You know what they say? Never give up the chance of a toilet break.

10.31am

It is so difficult trying to use the toilet when you are fully clobbered up in motorbike clothes. I think I will wait until I actually need to go

10.33am

Ouch, I think I just dislocated my hip.

11.59am

Lara camp site; this looks okay. I can see Tony's truck I shall just pull up beside it and see if I can find him, he must still be around. I can't wait to get out of all of this bike gear; it is far too hot to be dressed up in all of this stuff. Today isn't the best day to be on a motorbike.

12.10pm

Let's phone Tony and see where he's at. "Hi Tony it's Trevor... Yes I'm at the camp site I didn't think the show started til 1pm today... No problem, I will register, put my swag up and come in on the free shuttle bus."

12.15pm

"Hi, I'm Trevor Lane; I have booked in and should be part of a group with Tony Batson... Yes that's right he came yesterday ... Money, oh I am sure Tony paid."

I got away with that, I will remember to try that one again. What is this silly pink wristband they have given me? Looks daft, I will get changed and leave it with my bike gear in my swag.

12.30pm

Okay, this looks like the free shuttle bus; I will just sit in here and wait for the driver.

12.33pm

"What you mean, I'm not allowed on here without a pink wristband. Okay, okay, I will just go and get it out of my swag"

12.35pm

Never mind, I will wait for the next bus.

12.36pm

I could really use the toilet about now. Argh, why didn't I go sooner? I will have to nip back to the campsite to use the loo.

22.40pm

Never mind, I will wait for the next bus.

1.10pm

This is great, our display tent is so close to the runway I won't have to stray far to see the show. I must say it looks good with those flags out the front and the banner and TVs indoors. What a great job. It's a lovely day, the sun is shining, and it feels like I'm on holiday. "Hi Mitch, what have you done to your lips? How much talking do you need to do to shrivel them up like that haha? Wow... Okay I see it was sunny and windy yesterday was it?"



2.00pm

Argh what was that?? It's so loud it feels like my head is going to explode. I rip my hearing aid out and throw it to the ground. It really is stupid to have a display tent so close to the runway. What engine have you got in that fighter jet anyway? You're not going to be able to sneak up on anyone with that.

2.10pm

What is that guy asking me? I just cannot hear him; I think that racket must have had a profound effect on my hearing. "Hey Mitch, will you talk to this guy for me?"

2.30pm

Where have I put my hearing aid?

3.00pm

Although I said "Hello sexy, where have you been all my life"; what actually came out of my mouth was "Have you seen a microlight before". It probably didn't matter that my brain and my mouth weren't on the same page because it didn't take long for the conversation to get around to "Why are you wearing a pink wristband, don't you know how daft you look."

"Hey Mitch, will you talk to this lass for me".

3.30pm

What the heck was all that noise? What is that black smoke? Pyrotechnics to make it look and sound like they dropped bombs! I rip my hearing aid out and throw it to the ground.

3.31pm

Don't worry; the CFA will put the grass fire out.

3.35pm

What's that guy asking me? I wished they hadn't put the tent so close to the runway, it really is playing havoc with my hearing.

4.00pm

This sun is a bit hot now, and the wind is a bit strong too. It feels like my lips are shrivelling up. Now where did I put my hearing aid?

4.30pm

There are quite a few people manning the stall so I shall go and look around the rest of the show. It's quite large so I probably won't do it all today. It feels like I have dislocated my hip!

5.30pm

Let's start packing up; things are getting quieter now so we won't be missed. Chris has kindly offered me a trip back to the campsite in his car. So we walk past the bus stop, probably a kilometre past the bus stop. It feels like I have dislocated my hip. We get back to the campsite and agree to meet for dinner at 7.00pm

7.00pm

It looks like we just missed happy hour; it was from 6pm til 7pm. Never mind we will remember for tomorrow. It also looks like there are no free meals this year. Oh yes, and it looks like they are charging this year to make up for all the free meals they gave last year. Well, I cannot argue because I am hungry. I look at the menu and decide to have the

pasta; I will go up and order in a minute or two. I just need to drink this coke first because it sure has been hot today.

7.01pm

Ken's dinner arrives at the table, he ordered before we got there and I must admit his pork looks good. It looks very good. He is sitting opposite me and it is making me salivate.

7.05pm

I have changed my mind, I am having the pork. That really did look enticing. I take out a mortgage and go join the queue with Chris and Tony to order my food.

7.10pm

Chris's food arrives at the table, so Does Tony's.

7.15pm

Michael's food is delivered and so is Joe's. Shortly followed by Eon's who all ordered after me.

7.45pm

I ask a waitress what happened to my Pork, she goes and looks for it and returned with my dried up food and an apology.

7.47pm

I should have had the pasta.



10.00pm

I have had an enjoyable evening and had a good natter with everyone around the table, but it is a full day tomorrow so I decide to head for bed. Why is there a dirty sock in my swag? Oh well, the smell will dissipate soon.

3.00am

Don't they turn that bloody floodlight off at night? Argh!

Saturday 2nd March 2013

7.30am

Max is in a hurry this morning; he is meeting his family at the show. He tells me that he has left a pass for Graham in his tent, under his pillow, Graham is expected shortly.

8.00am

That was a great breakfast, and so huge. I am going to have to leave the button on my jeans undone, no-one will notice, my polo shirt sits nicely over the top.

8.10am

Graham has arrived, I go to get his pass from under Max's pillow and wonder why there is a black lacy bra on the floor of his tent. I bend over to look under the pillow and my trousers fall down.

8.11am

"Sorry, I thought it was someone else's tent." Some people are so tetchy; do I look like a pervert?

8.30am

Chris has kindly offered to take Tony, Graham and I in his car again this morning. We all pile in for the short drive to the airport. Because we are part of the show, we get there before the general public and have the pickings of the best car parking spots. Chris, being responsible, decides to leave the 120,000 spaces closest to the gate for anyone who may be disabled. We walk the two kilometres to the main gate. I can still feel that twinge in my hip. Graham has to take a break half way because of his recent heart surgery. Chris gets a nice warm feeling because he has done the right thing by all those disabled people that might arrive.

9.00am

Mitch has been at the Airshow since dawn, the place is completely set up TVs on and DVDs running. Trikes out, pamphlets arranged. Thanks Mitch. The sun and wind took its toll on Mitch again yesterday and now he looks like he hasn't got any lips at all. "A bit of collagen wouldn't go amiss Mitch". "shtop taykin de pith Twev"

9.15am

Chris gets a phone call from Max asking if Graham has arrived. He confirms that Graham is in fact here with us and asks how he is getting along with his family. Max tells Chris that he will be along in a

moment because he was waiting back at the camp site for Graham.

2.00pm

“Hi Reg, how are you? Great to see you” ... “wow, you flew in, I am impressed.” ... “Ramp check! Who’d have believed you would get ramp checked here? Anyway how did it go?” ... “Okay trailering it out will be alright too.”

5.30pm

We pack up quickly, it is happy hour from 6pm til 7pm and we don’t want to miss it today.

5.45pm

Someone’s missing from the car; there were four of us this morning? Chris tells me that Graham has probably gone back with Max. Whose is this car trying to push in as if he’s going to miss happy hour? “Isn’t that Max?”

5.46pm

“Sorry Graham, didn’t mean to leave you behind, hop in” ... “Okay, there’s no need to be like that, Go back with Eon then!”

6.00pm

Oh well, they don’t do happy hour on a Saturday.

7.00pm

Someone left a flyer from the local pizza shop on Tony’s truck today; it sure looks tempting and affordable too. My bank account wouldn’t complain if I didn’t hit it too hard again tonight, I think I will join the contingent going to the pizza parlour.

Mitch’s dinner arrives at the table, he ordered before we got there and I must admit his Parma looks good. It looks very good. He is sitting opposite me and it is making me salivate.

7.01pm

I have changed my mind, I am having the Parma. That really did look enticing; I join the queue with Chris to order my food.

7.10pm

Chris’s food arrives at the table.

7.15pm

Max’s food is delivered and so is Graham’s. Shortly followed by Steve’s who all ordered after me.

7.45pm

I ask a waitress what happened to my Parma, she goes and looks for it and returned with my dried up food and an apology.

7.47pm

I should have had the pizza.

10.00pm

Why is there a dirty sock in my swag? Oh well, the smell will dissipate soon.

3.00am

Why don’t they turn that bloody floodlight off?



Avalon Airshow

Tony Batson

Have you been to the Avalon Air show recently? Well the Southern Microlight Club has! Based on the feedback we have received to date, the clubs attendance at the Air show was a great success. Success can be measured in many ways. The best measure is based on an increase in membership for the club. However, that was not the only purpose of the club being at the air show. Under the invitation of the HGFA, the club had some main objectives it wanted to achieve by attending.

1. To promote the Southern Microlight club.
2. To promote the positive development of Microlight *Aircraft* flying.
3. To improve the acceptance of and knowledge of Microlight *Aircraft* flying within the wider community.
4. To promote interaction between and the common interests of all pilots and persons interested in flying.

“The committee acknowledged the great work of previous committees, but it was thought that every time we attend the air show, it should be better than the last.”

The committee started discussing and planning our attendance at the air show in late October. The clubs attendance at the previous air show had been left to far too few. A remarkable effort by Ken Jelleff, Chris Bulleen and Max Glynn, who previously spent 3 whole days talking and discussing microlights without any back up to relieve them of the constant enquiries by the public. A fantastic effort knowing what I know now. The committee’s major goal was to ensure we had a greater attendance by club members who could all impart their knowledge and experiences of the sport and the club and make the attendance more enjoyable for all. More than 10 club members agreed to attend. Getting the tickets for more than 10 members was a big ask. Mark Pike somehow managed to use his charm and contacts to obtain 10 passes of these most prized tickets. Great effort Mark! As some members stayed for a couple of days, and some stayed for 4 days, we were able to

cross over the tickets nicely with member’s attendance.

The committee acknowledged the great work of previous committees, but it was thought that every time we attend the air show, it should be better than the last. With little money to spend, the challenge was to make our attendance even more memorable? Through the efforts of Max Glynn, the club was able to secure some funding from the VHPA for advertising material. Great stuff Max! Chris Bulleen made contact with many of Victorias leading instructors. It was thought that we would promote all instructors to the flying public and ask for a small donation in return. Chris managed to get 4 out of 6 instructors on board. A great return Chris! That’s why we call him the president. Chris also contacted P & M in England to display their advertising literature, but unfortunately it all fell through at the last moment. Kel Mitchener (Mitch) was asked to contact Airborne and managed to secure some signage, advertising literature and a small donation. Whilst the club was not there to sell aircraft, the support of the manufacturers was important to promoting the sport. Mitch had a few headaches in achieving his set task, but his “going beyond the call of duty efforts” contributed greatly to the clubs successful presence.

With a further contribution from the club, the committee now had some money to spend on advertising. It was decided that the funds would be best spent on 2 x 3 metre tall “Bali/feather” flags, one roll up banner and some double sided flyers to handout, promoting the club and the sport. Some pedestal stands donated from Briggs and Stratton to display the flyers would add to the professionalism of the display. Thanks to Trevor Lanes artistic ability on the computer, and with a little help from David Johnstone, (Mammoth contribution gentlemen!) the committee had some great choices to select from, when it came to making a final decision on art work.

“The committee now had some money to spend on advertising”

The committee wanted to display some club video footage and club photos. Contributions from members were lacking. Steve Bell spent some time putting some great video footage together for display (Stupendous effort Steve!) and Chris and I managed to get some images on to a hard drive and DVD. With some commercial footage as back up, we had a great selection. Neville Kent (Many thanks Neville) and Trevor Lane loaned us some

large screen TV's and we were all set to conquer some hearts and minds into trike flying. A last minute hiccup saw one of the TV's stop working. However, Trevor managed to get a computer screen at short notice and all was back on track.

As you can see, it had taken a mighty effort by many club members to get everything together. And we were not even at the Air show yet!

As part of our package for being a participant at the air show, we were entitled to free accommodation at Lara Football oval. That is camping accommodation and facilities. Hot showers, toilet facilities and a sports bar with a restaurant on the grounds made conditions comfortable. A hop step and a jump to the sports bar was very agreeable to all of us.

Mitch, Chris and Eon Mc Donald trailered in their trikes on Thursday. Max took a trailer load of goods in and with Steve Bells, Ken Jelleff's and Joe Ferstl help, the stand was set up for the conversations to begin. I turned up at the camping grounds late with a camper trailer. All I had to do was eat, drink and be merry with a room full of pilots, volunteers and some locals. A purchase of some raffle tickets and a promise by the attractive ticket seller to call me, Steve, Max, Ken, Mitch, Joe and Chris ensured we were all happy.

“If you were sensible you
would apply sunscreen. If only
we had sunscreen”

Michael Ludbey arrived during the night and slept in his car. Trevor Lane turned up early p.m. and we were all ready for an early start. We now had 10 club members in attendance; enough to tell all some wild stories about trike flying. (I don't think even Brian Milton on our stand would out do the stories I was about to hear on the weekend). Friday was forecasted to be hot and windy. It was a little overcast, and if you were sensible you would apply sunscreen. If only we had sunscreen. The public did not start arriving until after lunch. This gave some of us the time to have a good look around. I spent some time in the trade show and did not want to leave. You can only imagine what you could buy with a few million, or is it billion dollars. With the crowds beginning to arrive, we were all kept busy. Interest was high and many a story was told. All true of course. We all patted ourselves on the back and thought we had had a successful day. Ken was leaving us and returning back to Latrobe. But to avoid the traffic he decided to join us at the sportsman bar for a dinner and a drink. Perfect!

Raffle ticket time came around again at the sports bar and we complained about none of us getting our phone call. She promised this time she would ring. A flurry of ticket purchases ensued. She did not ring last night, but maybe tonight one of us will get the lucky call. Innuendo at the table made it difficult to work out what the actual prize was to be.

Saturday was again windy and hotter than the day before. Graeme Keen arrived early and took over from where Ken had once stood. The crowds arrived early. The place was a buzz. Our stand was heavily engaged. The HGFA boys had a simulator for hang gliding set up nearby and a line was starting form. Working as a team it was difficult for anybody to get by without visiting our stand. Even a religious order could not have done better. Contributions by all club members were numerous. A special mention for the extra efforts of Mitch and Eon's in their continuous nonstop discussions with members of the public was inspiring. Geoff White (CFI from Churchill) called in, and Russell Duncan from Airborne visited. Russell was overwhelmed with our display. He mentioned his contribution to the club was the best money he had spent and was enthused by our contribution to the sport. With all club members wearing their club shirts the sight was quite awesome. (If you have not purchased a club t shirt yet, you must.) Again we thought the day's events went extremely well. The crowd was high (*editor's note: High on what Tony? I didn't see anything untoward being sold!*) and with so many club members on hand we could all take turns in resting our voices and having short breaks. By the end of the day, we were all looking forward to our return to the sports bar. Our teasing raffle ticket girl returned for some easy pickings. Having been burnt twice in two nights, with no return phone calls or prizes of any kind, we elected not to make any more purchases.

“Russell was overwhelmed
with our display. He
mentioned his contribution to
the club was the best money
he had spent”

Sunday, hot again! But the wind was to be a lot less today. Trevor was going home today and Tony Ward, a reasonably new member to the club was taking over. The crowds again started early and we were in talk mode even earlier than the day before. The crowd came and went. When the jets came out the crowd would dissipate and return in force shortly after their display. Mitch and Eon were still going strong. Tony Ward's arrival saw him joining

the talk fest. A great effort! Russell Duncan from Airborne returned. He wanted photos for his website and it was not long before we were on the Airbourne's facebook page. Dean Marriott our treasurer called in to make sure the clubs investment in advertising was making a good return. Club members Frank Buccherif and John Kiedon called in to say hello, as well as Dave Johnstone. Thanks guys for your support. By 2.30 pm, we were wondering why the clock had stopped. Even with 10 people on our stand, all of us were now getting tired; not only with the public but with the many pilots, flyers and fellow participants. New contacts were made, and ideas discussed by all for new places to visit. I managed to secure the Bureau of Meteorology – Aviation manager, to visit the club in August to give us talk about the weather. The day finally came to end, but much work was still to be done. The dreaded pack up. With thousands of people, and many aircraft nearby, we were not allowed to bring our trailers into the display area until 6.00pm. Some of us had to get back to the camp site to pack up our camping equipment. After packing up as much as possible, some of us returned to the camp site. On our return we could see that the Freeway was at a standstill. We advised the guys at the airfield, and it was not long before we were all enjoying another visit to the sports bar. No good rushing home as we were only going to be sitting in traffic. By 8.00pm, we started to make our move home ward and I was looking forward to my own bed.

So, did we achieve any of our original goals?

- 1. To promote the Southern Microlight club.**
Sure did. 120,000 people attended the show over 2 and half days. Not sure how many we collectively spoke too but it was many.
- 2. To promote the positive development of Microlight Aircraft flying.**
Certainly! Many explanations were made about training, navigating, airfield procedures, radio calls, cross country flying etc etc. By having Eon Mc Donald in attendance as an instructor, we were able to use him to assist in making Trike flying even more credible as a sport.
- 3. To improve the acceptance of and knowledge of Microlight Aircraft flying within the wider community.**
You betcha! Many visitors were in awe of our sport .Many were surprised at how far we can fly. Many wanted to fly now.

4. To promote interaction between and the common interests of all pilots and persons interested in flying.

Many current pilots were interested in flying but could not afford to keep flying. We offered them an alternative. Many visitors wanted to find out where they can get a TIFF. We assisted them. Many wanted more information about manufacturers. We were able to help.

As the coordinator of this event on behalf of the club, I can say that this was truly a great success. The contribution by so many members was fantastic and very much appreciated. If we can continue to get the same involvement in other club events, we are sure to be the biggest and most successful club Australia. The club now has banners, flags and brochures that can continue to be used in many other club events. I apologise if I have not acknowledged any individual efforts. But it has been a big week. The sports bar beckons and I must do my bit on behalf of the club to acknowledge our thanks for their presence.





Laughter lines

Courtesy of the internet

Q. What is the difference between your wife and your microlight?

A. Your microlight doesn't give two hoots if you look at pictures of other microlights