



Southern Microlight Club Inc.

September 2018

www.southernmicrolightclub.com.au



Cover Photo - Latrobe Valley
Providing Lance, an American visitor, the joys of flying by Tony Batson

President Report



Dear Members

I am writing to you as the newly elected President of our Club.

I joined the club in 2009 shortly after I got my Pilot Certificate. As a new pilot I was hungry for information and I wanted to surround myself with

experienced pilots that I could feed off and gain from their knowledge and experience. Well that's exactly what I got and I've also made some great friends and had some fantastic experiences.

In 2010 I joined the Clubs Committee and took on the task of getting the Clubs Web site going, I later became Secretary and continued in these 2 roles until 3 years ago at a time when I thought new enthusiasm and ideas were needed.

So I've had a break for a few years and I'm now feeling enthusiastic and ready to drive the club forward. I am happy to have become President and I have ideas for how we can get the club going again. I'm pleased to say that at the AGM I had plenty of support and we have filled all the committee positions. David Sly is our new Vice President, Ian Rees is continuing on as Secretary, Tony Batson is continuing as Treasurer and Brett Harrington is a committee member.

I wish to thank Ian Rees as outgoing President and Noel Clifford as outgoing Vice President for the great job they have done over the last few years in those positions.

I believe that the Club needs to have a few key things in place in order to be successful: Interesting and informative meetings, flying events and a strong online media presence. These are the areas that I intend to focus on. David Sly already has a few interesting guest speakers tee'd up and I'm happy to announce that we will be hosting a Fly-in at Porepunkah over the upcoming Melbourne Cup Weekend (early indication is that this event will be very well attended, prayers to the Weather Gods) and Brett is organising a Christmas Party to be held at a yet to be announced airfield in the Yarra Valley. Another initiative floated at the August meeting is to reduce the Clubs annual membership fee to \$25.00, this initiative was unanimously agreed upon and is affective now.

The Club currently does not have a regular newsletter. All previous newsletter editors struggled to come up with content, although I thought they all did a great job. An issue I always had with the Clubs Website was that I thought it became too "me centric". This was the thinking behind the instigation of the Facebook group where all members could post items of interest, get into dialogues and interact with each other. It's also a great way to let people know when you are going flying. There are currently over 150 members of the Facebook group and those numbers are growing. People read posts and interact well and I believe that this is the best means of spreading news and interacting that we have. I intend to ramp up my use of this resource and encourage you all to do the same.

You will find attached to this newsletter the relevant Membership renewal forms that can be completed and either e-mailed back or brought to the next club meeting. The \$25.00 fee can be paid by EFT, cheque or cash. If you have already paid your membership renewal at last year's higher price we will be happy to refund the difference.

I look forward to catching up with you all either in the sky, a hangar or at one of our club functions.

Happy Landings

Steve Bell

President Southern Microlight Club

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Secretary's Report

The next meeting of the Southern Microlight Club will be held on Tuesday, 10th of September. There's been lots of flying happening over the past month. I did my biennial check flight with Ken and I know Tony also has completed his. I'm looking forward to Tony's article this month about the test flight. I find the check flight an extremely valuable means of adjusting any bad habits with your instructor and also going over some theory in the class room.

There are some flying events coming up. Steve will be discussing the Cup Weekend at Bright. I have also listed a fly-in on the club Facebook group at Clint's airstrip near Lake Eppalock on October 6th. See the event details for the latest information. Be mindful, the airstrip is close to Bendigo so proper radio procedures are important if you wish to join us. Weather permitting, I will be flying into both events from YLTV. Let me know if you are going so we can fly together.

At the last meeting, we had an AGM and I thanked all of the past committee members for their commitment to the club in times when the club was in such a vulnerable position. Two years ago, we

could not produce a full committee and its was on the brink of collapse. I think that having taken on the dual role of both the President and Secretary was a critical task to keep the club alive long enough until a new committee could fill all positions again. Thanks to Tony and Noel for their support over those two years. Without you guys, the club would have folded. Let's hope the new committee can progress the club with new energy onboard.

Ian Rees



Club Polo Shirts

The Polo Shirts are available in Small, Medium, Large, XLarge or XXLlarge sizes and cost \$25.00 each. Please add \$10.00 if postage is required.

E-mail your order to Tony and arrange post or pickup batson.tony@briggsandstratton.com.au

Pay your money to Tony at the Club Meeting or by Direct deposit.

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 web-site to put sufficient information, then please email with the details.

Anyone wishing to contact the SMC, please email Ian Rees at email secretary@southernmicrolightclub.com.au

Front



Back



A Biannual Flight Review experience (BFR)

Every two years the HGFA remind me in late July that my biannual flight review (BFR) needs to be undertaken by the end of the month of August. Each time I see the reminder I have the same feeling of anxiety and intimidation of exposing my flaws to an instructor about what I don't know and what skills I am lacking. I try to undertake the review with a different instructor each time believing that each instructor has something different to offer in skills and knowledge.

Steve Bell has his BFR due at the same time as me so we normally arrange to make a double booking with the instructor and share the experience. This year we decided that we would do our BFR with Ken Jelleff. I have flown a lot with Ken in the past having shared the fun and flying experiences on a number of Megafauna fly away adventures run by Peter McLean. Ken is a RAA instructor. Steve and I are HGFA members. Wisely, there have been some changes in the industry where RAA instructors and HGFA instructors are able to conduct BFR's on each other's members.

Ken has a broad experience in different types of flying and I have always been impressed with his professionalism and high standards when it comes to all aspects of flying. I have often gone to him to discuss flying issues I have not been clear about. Although we have flown together in the past, it is still intimidating exposing yourself to someone who may or may not think you are doing all the correct things when it comes to pilot knowledge, flight planning, pre-flight checks, airmanship etc.

With every BFR, no matter how far out I try to organise myself, to plan a day for the BFR, it always



ends up very close to the last weekend of when the review is due to be completed. Normally the delays are due to weather but sometimes its family or work. This year was no different. With only one weekend left in the month I made arrangements with Ken to conduct the BFR in what appeared to be an upcoming "good weather" weekend. After all, who wants to conduct their BFR in a 30 knot wind? Prior to the beginning of the week, Steve advises me he has had a fall whilst running and has broken 4 bones in his foot. "Ouch". Once the swelling goes down, he can be evaluated for possible tendon damage. Some people will do anything to get out of doing their BFR.



Although Steve could not fly, Ken agreed to have Steve and myself share some of the classroom “stuff” together and then, I would go out with Ken and do the flying “stuff”. The weather forecast was good, but a change in the weather later in the day was forecasted. Conditions ahead of the front were going to bring stronger winds. “That should be interesting for a BFR”. On our way to Latrobe, we encountered a thick blanket of fog. Ken had a cross country flight to conduct with a student prior to our scheduled time, I predicted the fog was going to cause a delay. The delay would mean flying even closer to the upcoming weather change.

Ken and his student were just getting ready to leave when we arrived and as expected they had been delayed from leaving due to the fog. Steve and I brushed up on some “flying stuff” that we wanted to discuss with Ken whilst we waited for their return. Ken and his student returned earlier than expected as they had encountered heavy cloud cover en-route and were forced to turn back. When Ken was ready, he invited us into his inner sanctum (His office) to begin some reviews on pre-flight “stuff”.

The BFR can be intimidating, no matter how good a pilot you are. Even instructors need to have a BFR and I hear they too can be intimidated at times. Ken begins by asking us what we would like to get out of the BFR. Stalls were high on my list and as I could see the sock starting to kick and dance to a semi outright level through the open hanger doors, I suggested cross wind landings. In regards to the classroom stuff, I had a small list of questions I wanted to clarify and along with Steve’s list, Ken was ready for action.

I am not unsure if it was our enthusiasm to learn or Ken’s willingness to assist, but we spent a good amount of time in the classroom. In hindsight,

maybe Ken thought we needed the extra classroom work to make us safe. Ken has a nice way of explaining how to check the weather by starting with the big picture, working down to a more regional level and then down to a more local area. He furthered our knowledge on some of the new features in NAIPS for weather checking, which, if you are not aware of, you need to investigate. We covered all of mine and Steve’s questions and more. At the end of our session, I felt I had increased or reinforced my knowledge of flying. Having two of us bouncing off each other with questions and wrong answers added to our improved knowledge base.

After a short lunch break in the middle of the afternoon it was time to fly. The wind had picked up as expected and the sock was sticking straight out. The one advantage was that it was a westerly blowing directly down runway 27. We were flying Ken’s Tanarg which I had never flown before; just an added challenge to the BFR. I showed Ken my check flight procedures and he seemed happy. Once in the seat, I scan the dash of the Tanarg, which is foreign to what I am used to viewing. However, Ken spent the time going through everything and reassured me he was in the back seat and it would not take long to work it out once we got going. We taxi towards runway 27. The steering on the Tanarg is a lot heavier than what I am used too and I am concerned that I will not have the correct steering control when taking off and landing. Runway 27 is a long way from the hanger, however by the time we got to runway 27, I have it almost mastered. We take off into a strong head wind and make a left turn towards Mount Tassie. Ken asks me to climb to 3,000ft. We have a strong cross wind trying to blow us of course so I find myself pointing the nose south west to keep us on

track. Once we are between the Hazelwood Power station and Loy Lang Power Station we level out and the “games” begin. We have a 30 knot wind from the west. The Tanarg handles it very well and find myself quite comfortable considering the wind. I do all I can to ensure I am not over controlling the “bar” but when the wind gust hits and we are suddenly flying in a different direction I have the automatic reaction to take control; very strong control of the bar. Ken gives a reassuring message of “just let the trike go where it wants to go and let it settle back into position”. With the next big gust, it’s too late, I have intervened instinctively and I have the bar in a firm tight grip and I have pointed that bar in the direction I want it to go, not in the direction it wants to go. Umm! I let my fingers stick out from the bar to look as if I did all that in a relaxed manner. Ken is not convinced and reminds me to not over control the bar. We do many manoeuvres and turns and it’s challenging to keep at the same flight level throughout the manoeuvres being in a new trike and a 30 knot wind. I am now a lot more relaxed and it’s actually reassuring having Ken in the back seat. Ken seems so relaxed on the headset that I imagine him in the back seat, sitting back and taking in the sites of the Valley.

We now begin to practice some stalls. Ken gives some instructions and once we are stabilised after turning directly into the wind at 3,000 ft. I begin to take action to put us into a stall. I am instantly reminded of the same feelings I had when I was learning the stall recovery during my pre Solo training days. One of the key learning’s, besides practicing the recovery, was being reminded of how much height you lose so quickly in a stall recovery. We lost 500 feet in what seemed not many seconds. Ken said let’s go again and we lost another 500 feet. We go around and our ground speed is close to 90 knots. I am

sure that's what I was reading on the dash when I glanced down. We go around again and repeat another set of stall manoeuvres. Again we make our way down wind towards Loy Lang Power Station and Ken says "Engine Out". I knew it was coming, but did not know when. I take my foot off the accelerator and the whirl of the engine falls to an idol. It is not enough to keep us upward. The nose drops down, but not as fast as I expected. I pull the bar back to ensure I keep up air speed, but Ken tells me "not to pull the bar in so far". I thought that's what I was supposed to do. Yes, I learn, but not so violently. I stick my fingers out again to show Ken how relaxed I am. Ken is not a convert to my scene of deception. New aircraft, 30 knot winds, Umm! "What do you want me to do"? I say to myself. Ken asks "what are you going to do first? I tell Ken I am high enough to turn into the wind to make my landing. He says "Good; which paddock are we landing in? My mind is now clouded. I scan the ground and Ken suggests we land in the paddock below which he is now pointing towards. We have now begun to lose height. I look at the paddock Ken has suggested and all I see is power lines and cows.

Not a paddock I would choose. In addition to this, if we are pointing into the wind, all I see is a big fence at the end of the paddock and I see no way we would stop in time before the fence. If my mind was clouded previously, it is now a bit mushy as I try to process Ken's instructions. The power lines, the wind, the cows and the fence. I tell Ken I cannot land one way because of the power lines. If I land towards the fence, I have to dodge the cows. We are now losing height and the ground is getting closer. I need to make a decision. I am trying to follow Ken's instructions but I feel I cannot make the right decision to be able to land in the paddock chosen without ending up in the fence. Eventually Ken says "let's power up". Fail! I apologise to Ken and feel my mistake is more about not understanding Ken's expectations, rather than my lack of ability to make the landing. Ken expected me to make a 360 degree turn to lose height. However, in a real situation, my first thought would be to turn into the wind and look for a paddock to land in further upwind. We are now heading down wind and Ken's voice over the radio shouts out: "Engine out". Off with the power and I am not sure if Ken

suggests or if I suggest that we will land in the paddock behind the small quarry. It requires a 180 degree left hand turn into the wind. I continue down wind and Ken reminds me to keep my eyes on the paddock we are going to land on. I later learn that too many pilots do not keep the paddock in view and eventually fly too far away from their intended landing spot. I make the turn and Ken says "we may not make it due to the strong head wind": a good reminder to keep in mind when making a decision as to when you turn. I feel confident and again I instantly pull the bar in more than I should. I actually feel fairly relaxed; exhilarated one may say. We come low over the quarry and it is evident we are going to make it. Ken seems surprised and before we touch down he says "full power"! We begin to climb and keep on tracking towards Hazelwood Pondage. Over the radio I again hear "Engine out"! I choose a paddock directly ahead of me and I am too high. Ken says we have other ways to slow down or lose height and I begin to bank left and right sharply to slow down and lose height. Ahead, I can see I have many options to land in. I can see that the paddock I want to land in has some large open



paddocks to its left hand side, which I could land in. I turn fairly sharp to the left and track in front of the paddocks I had initially planned to make my landing; all the time losing height and slowing down. Eventually I feel we are low enough and make a right hand turn into the paddock I want to make good my landing. As we near the ground to what I believe would be a perfect landing, Ken says "let's power up". "Oh, what a feeling". I feel I have been successful.

We have been flying close to an hour now and Ken suggests we head back to the airport. As we make our way back to the airport Ken suggests we now make our cross wind landing. He suggests we land on 21 rather than the perfectly good runway with the wind coming directly down the runway. We approach runway 21 on a 45 degree angle. As we near the ground, Ken takes control

from the back seat and talks his way through the landing. Just before we touch down we turn the trike towards the far end of the runway and the back left hand wheel hits first, bringing the rest of the trike around and straightening up nicely. With power reduced, we continue down the runway and return to the hanger safely, with a sense of satisfaction and relief.

Now, with the BFR over, I take the opportunity to discuss the experience with Ken and Steve. I am reminded of how important the BFR is in reminding you of skills you may not have practiced or undertaken since going solo. I am reminded also that the BFR, whilst being intimidating is an opportunity for you to try, practice, or improve a skill under the safe hands of a qualified person. I am reminded that the instructor is not there to put you down or make you feel inadequate, but there to ensure that you are safe to fly.

I actually enjoyed my BFR, both on the ground and in the air. Ken did a great job in conducting it. The Tanarg was easy to fly and I felt safe flying it in windy conditions; especially with Ken in the back seat. I highly recommend if you have a BFR due, conduct it with Ken at Vallet Lite Flite at Latrobe. Finally, I also highly recommend you undertake the BFR with the attitude of not feeling intimidated or over anxious, but by approaching the review as an opportunity to find out what you don't know and an opportunity to learn some skills under the safety of an experienced instructor. Now this is easier said than done, I know; but flying is a lot about your attitude and how you feel, and this is one way to show you have some control. I left the airport feeling more knowledgeable and confident with my flying ability. All I have to do now is put it into practice.

Tony Batson



We meet Ken, a new student of Ken Jelleff's on the same day as the BFR. Welcome to the Microlight flying community.



Flying from Wahring

24th and 25th August @ Wahring with Georgie Porgie Steve Paulet Dave Sly Brett Harrington. Time was limited with our busy life styles but conditions were great for flying so the getaway was imminent. Steve & myself were first to get there. I wasn't going to stuff around too much – I hopped straight in after pre-flight checks and took off for a local flight, Steve using the time for necessary maintenance. It was 6-9 knots crosswind, some mild thermals, making it nice for easy crosswind landing practice, then calmed down as the day went on until the air was so good the only thing that brought me back to earth was darkness. Dave had also been taking advantage of the calm weather for circuit practice. After dark we helped Steve unload his sleeping quarters! I really felt sorry for him, he was officially sleeping in a dog box! I don't know what he did to Karen but he was clearly in the dog box!

After a refreshing nights sleep we stuffed some of Georgie's egg & bacon muffins into our gobs (delicious) and took off in the direction of Mt Buller. Steve Immediately turned around as he was having some issues with the gyro, determining that an oil leak needed to be fixed. As he worked on the gyro Georgie and myself found it very hard to land and

be helpful (due to the perfect conditions) so we were selfish and spent the next 1.5hrs floating around Nagambie area taking photos, following rivers, checking out smoke streams etc until eventually my curfew was up – Sandi (my wife) was tapping her foot waiting for me to arrive home as she had arranged a cooking class with the girls (happy wife happy life).

I left Steve there in a hurry to get home arriving with not a minute to spare. Georgie had headed for Mt Buller getting some good pics and nearly freezing to death lol. And it ended just like that! Until next time...

Brett Harrington



Your Invitation

Melbourne Cup Weekend Fly-in

November 2nd – 5th 2018

At Porepunkah Airfield

Fly in, Trailer in, Drive in, Walk or ride your motor bike, yah horse! Anyway you can get there! It will be a great weekend full of Social activity, flying and big stories, we will be there from Friday through to Tuesday, anyone who want's a flight is welcome, come join us for a great fun time. Tip' book your accommodation early as it's a popular spot at this time of year. Come for a day, overnight or the weekend it's up to you.

Let us know you are coming via the clubs facebook event confirmation.

Special guests Rick and Rorey from Airborne are coming along with their latest M4-S trike and a few wing options. They will be showing off Airborne's latest offering (did you know it has a 100hp engine option) they will be happy to do Demo flights and discuss all the options for interested persons. These guys have a lot knowledge and skill and are always happy to discuss and give advice, it will be a great opportunity for anyone who has an Airborne trike or thinking of getting one, considering upgrades, wanting info or a sticky beak like me.

Porepunkah has been one of our favourite places for a long time. The airfield is situated in the valley on the eastern side of Mount Buffalo. The mountain provides protection from a lot of the winds and makes for a great and mostly reliable place to fly in and out of. The area offers some great scenic flights with snow covered mountains, waterfalls and grapevines. Depending on the weather we will do some flights to either or all of Millawa, Wangaratta, Yarrawonga, Wahrung, Mount Beauty, Happy Valley, across the tops of Mount Bogong, Mount Buffalo, Falls Creek and some short scenic flights for first time passengers. We have no fixed plans, it will depend on the weather, the pilots and aircraft on the day and the needs of the people on the ground.

If the weather isn't kind? It will still be on! I and a few others have booked and paid for our accommodation, we are committed. My lady wants her promised meal at the Brown Brothers Winery, she has ideas to visit the cheese factory and the Markets in Bright, it's a great place, we will have lots to do and lots of fun regardless of what the weather serves up. I and a few others will be trailering trike's in to Porepunkah and I'm sure that over a weekend such as this there will be some if not lots of opportunity to fly. Porepunkah rarely disappoints.



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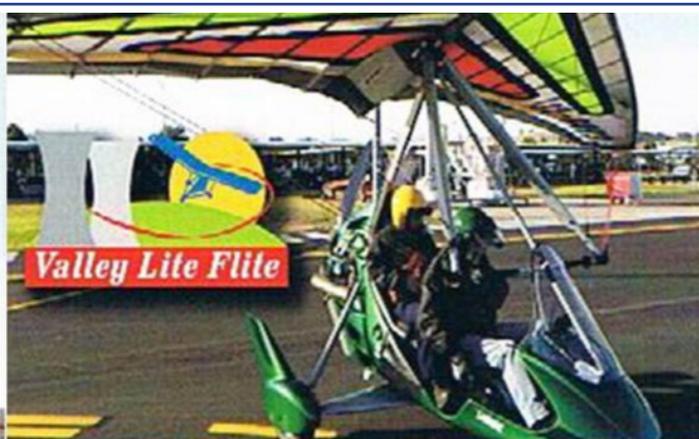
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Come with us on a Trial Instructional Flight over Central Latrobe Valley.

Feel what it's like to take the controls under the supervision of our experienced instructor.

Then... Learn to fly!



Enjoy our structured program of classroom and practical lessons after which you can gain your own pilot certificate enabling you to fly many areas throughout Australia.



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For Bookings call 0412 512 457

Email: fly@valleyliteflite.com

83 Village Avenue, Traralgon VIC 3844

www.valleyliteflite.com