



NEWSLETTER

December 2013

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Martha Cove by Anton van Wyk



Message from the Editor

Trevor Lane

The BBQ went well, a lot of people turned up, and went home heavier than they arrived.

The club awarded a voucher for a meal at Mercers in Eltham to Kelvin "Mitch" Mitchener and made sure the value would cover taking his wife Joy along too. This year closed with more than it's fair share of 'incidents' and Mitch was there to help out with many of them. Mitch's nature is such that when someone is in need of help, he will be the first to offer it. Mitch drove to Wagga after Max's accident and collected his trike and returned it to his home in Melbourne; Mitch offered his trailer to Tony after Tony's wheel fell off in the middle of nowhere, so that he could get it fixed; Mitch organised the trip flying to Loxton and looked after his charges all the time they were together. Mitch has also patronised more events than any other pilot in the club. In short Mitch has proved once again that he really is what we should all aspire to be. This year we thought it was time we let him know how we felt.

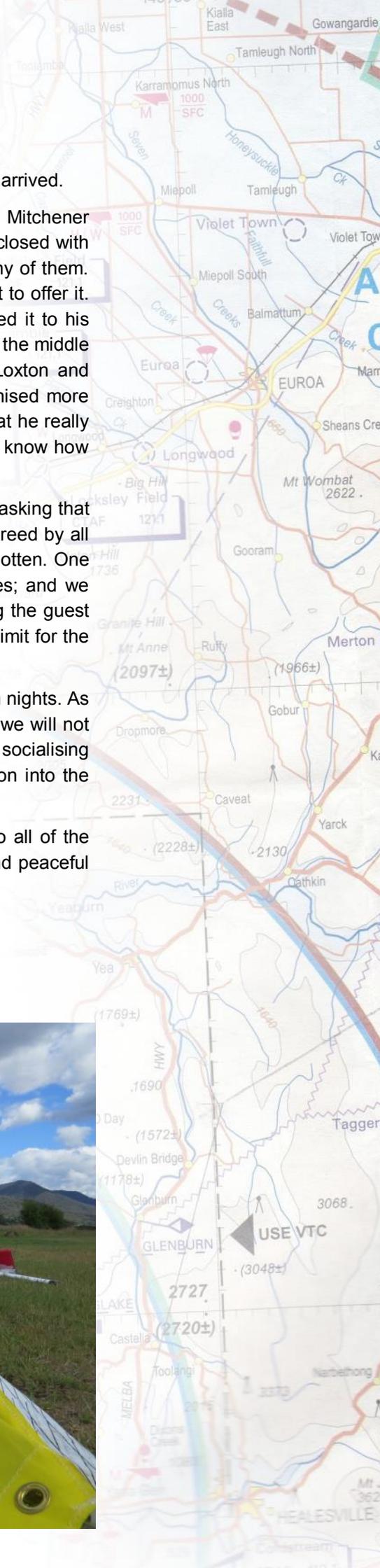
After November's meeting, which went on a bit, the committee received a letter asking that we reconsider how we handle general meetings and guest speakers. It was agreed by all that a review was needed and also that some of our guidelines have been forgotten. One such guideline is asking the guest speaker to talk for no more than 40 minutes; and we completely forgot to mention that to him. As a result, we had no idea how long the guest speaker was going to talk for and likewise the speaker had no idea of the time limit for the talk. It did go on til quite late.

In the future we are going to try to separate General meetings from presentation nights. As of yet we do not know what speakers will be invited, however, on those nights we will not have a general meeting. This means that on each night there will be time for socialising afterwards. We will no longer try to cram a general meeting and a presentation into the same night.

Finally, The committee would like to extend the warmest seasons greetings to all of the members. This has been a very hectic year, and we wish you all a relaxing and peaceful time over Christmas.

Picture of the Month

Wing-fold by Trevor Lane



A Wet Departure

Mark Howard

It was the weekend of the Gathering of the Moths and I flew in from Porepunkah on Saturday. As the day progressed it became apparent that I would not be flying home the same day so I made arrangements to stay with the lads in Mount Beauty on Saturday night.

Tony and I tied down my trike at the beginning of a thunder storm. I did the normal and set the wing on the base bar, and tied down the wing and the keel. As the rain came in the wind changed from a northerly to a westerly and so the heavy rain came in from the back of the trike.

“All of a sudden my left wing dropped rapidly”

I have a pod cover but not a wing cover so the wing got wet but this is not usually a problem.

Early on Sunday morning was sunshine and calm so I prepared to fly back to Porepunkah. Untied the wing and lifted it upright to allow the water to drain off before I connected the front strut. Then looked in each wing pocket to inspect battens, wires and anti dive stakes. All good.

I fitted all comms equipment, checked the trike and fuel and prepared for departure conducting warm up and then did departure call. The roll out was clean and the trike climbed as normal. During the climb out I normally have to do a little left wing correction to counter the torque of the 912S.

All of a sudden my left wing dropped rapidly and I swung rapidly to the left! When I tried to raise the left wing it was incredibly heavy but I managed to level off. When I looked back at the left wing water was pouring out of the wing tip! I then dropped

the right wing carefully and water came out of that tip!

“After this experience I have a new check procedure”

After several tentative wing movements no more water and no more problems. Just in case I did some turns and all was good! Otherwise I was returning to Mount Beauty.

The 45 minute flight was perfect but after landing I wanted to see how the water got in and how it remained even though the wing was tilted prior to take off.

The GT450 wing has a completely sealed under surface. The leading edge has holes to let in high pressure air to pressurise the wing and the air then leaves the wing via the wing tip slots. What I determined was the storm sent a lot of water onto and into the wing and water in the wing was held at the rear of the under surface. When I lifted the wing some remained and when you do the inspection via the front pockets you can't see the rest of the wing and you normally see the batten pockets, wires and cross boom.

I assume that when I did a left correction the water all moved to the wing tip and hence the rapid wing drop. By dropping the right wing I confirmed the retained water with it clearing via the right wing tip.

After this experience I have a new check procedure to add to my wing check and I hope this lesson may be of use to other club members.



What's On

Jan 18th	Fundraiser at Office Works, Chirnside Park
Feb 18th	General Meeting
Feb 22nd - 23rd	Summer Gathering
Mar 18th	General Meeting
Mar 22nd	Maintenance Day
Apr 17th	General Meeting
May 20th	General Meeting
Jun 7th - 9th	Queens Birthday Fly-in
Jun 17th	General Meeting





FOR SALE

Reg: T2-6123
Model: Airborne Outback XT-912
Wing: Cruze
Hours: 294, Will fly til sold.
Price: \$41,000
Included: Wing Bag, Wing cover, Trike Cover, Radio, Headsets, Helmets, Training Bars.

This would be a great toy for anyone who likes the more exposed feeling of flying without a pod or a first time flyer, training bars are included so you can even take instruction in it as I did and reduce the cost of your training.

Phone Trevor on 0422 474 266
trevor@teknological.com.au



FOR SALE

AIRBORNE XT 912 TOURER

2007 MODEL 578 HRS

STREAK 3 WING

EXCELLENT CONDITION

MICROAIR 760 VHF RADIO

HELMETS WITH LYNX HEADSETS/
INTERCOM

PUNKINHEAD COVERS

FULL SERVICE HISTORY

RAA REG EXP APR 2014

\$34,000

kenj@jelfor.com.au

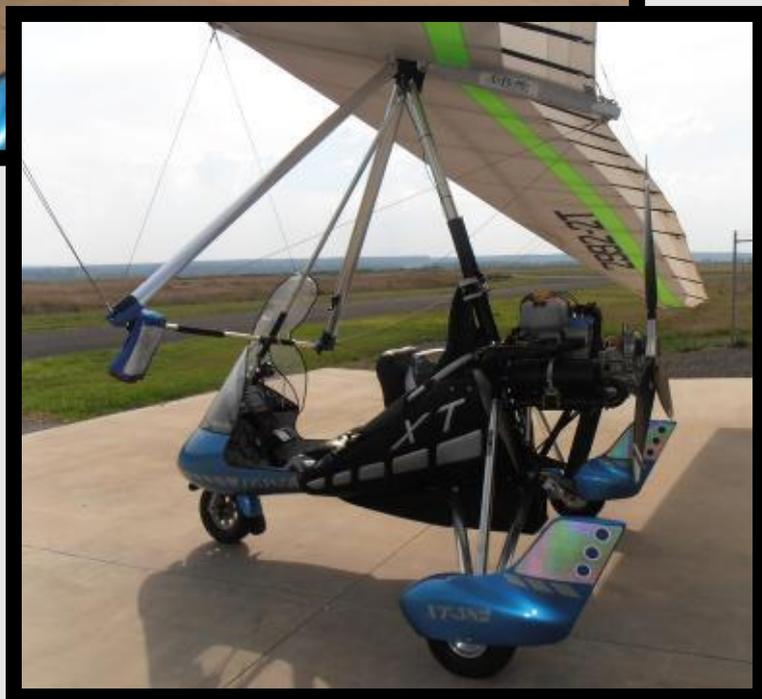
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FOR SALE

Airbourne XT 582, engine hours 190, with service history (will fly till sold)
Cruze wing Reg. No. T2-2992 hours on wing 190
In excellent condition through-out
\$28,000 price including
Heavy duty trike trairling cover
A light trike park cover
New Microavionics-intergral helmets
Built-in MA760 Microair VHF Transceiver
Landing and strobe lights
Contact Joe on 0409 596 822



WANTED

Second Hand Streak 2 or Steak 2B Wing for a 582 Airborne Microlight.

If you have one you would like to sell please contact David Johnston on:

Mobile: 0423 001 835

Email: davidjohnston670@gmail.com

Club Polo Shirts



The Polo Shirts are available in Small, Medium, Large, Xlarge or XXLarge 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 George 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 website to put sufficient information, then please email treasurer@southernmicrolightclub.com.au with the details.



Southern

Microlight Club inc.

Fun Memories

Friendship

Help

"When I am old I want memories not dreams"

Knowledge Sharing

Events

"Stop counting the years and start making the years count"

Adventure

Fly Aways

Excitement

www.southernmicrolightclub.com.au

