



BI-MONTHLY NEWSLETTER

SEPT 2004 ISSUE NO. 11

HANGER TALK

NEWS & INFORMATION FROM CABOOLTURE MICROLIGHTS

FOREWORD

Here we are again, back in the same format for another issue of Hanger Talk. Since our last issue of Hanger Talk, a couple of articles have appeared in the Caboolture Aero Club newsletter - Airwaves. So what brings us back? Two years ago we had four trikes at Caboolture, but as I write this foreword, we have six new microlight flying members and an instructor with students.

This has brought Caboolture Microlights into its next phase and that is, forming a formal club. The advent of an instructor on the field, has encouraged more people to take up microlighting and this was always the case so we welcome Rod Tyson, CFI.

Recently licensed pilots, have also joined the fold, they include: Peter Zammit, Bob Samuel, Adam Silk, Neil Schaefer and last but not least Inge Flesch.

But in the meantime, we also welcome John Cresswell (more later). John came to us two years ago whilst he was circumnavigating Australia. Not to sit on his laurels, he then circumnavigated Southern Africa. He emigrated to Australia in February 2004 and is an asset to Caboolture Microlights.

John Cresswell has agreed to reintroduce, produce and publish in conjunction with myself, this Caboolture Microlights Newsletter. So as I have said many times before, this is your newsletter, your views, your comments, your input. Hopefully, we can produce a newsletter bi-monthly. All contributions will be welcome in any form.

I propose we have a Caboolture Microlight Club meeting on Saturday, 2 October at 10.00 am in the Caboolture Microlight Hanger.

Safe flying
Derek Tremain

FOREWORD #2

Welcome to first edition of the reborn Hanger Talk !

A few years ago the occupants of hanger 89-93 started a newsletter for "trikes, aeroboots, ultralights and parachutes". It wasn't, (and still isn't), intended to be in competition to the Caboolture Aero Club magazine Airwaves but complimentary to it and aimed a little more at our own (peculiar ?) types of flying. This year has seen many trike fliers either start flying at, or moving to, Caboolture (including myself) so it seems a good idea to resurrect the newsletter with the aim of keeping in touch.

I'm not sure why Derek suggested that I have a go at putting it together but, since he has been kind enough to let me share the flying of his plane, I couldn't really refuse. If there are any volunteers who want the job though I've no problem with that - form an orderly queue ! If not, then could you please help me out by trying to contribute something for inclusion. Whether is a story of a flight you've done, a mistake you learnt from or whatever - it doesn't matter. You don't have to be an experienced flyer to contribute - if it's flying related and vaguely interesting it's in. If there aren't enough contributions, I will be forced to bore you with tales of my own flying experiences. You have been warned !

At the very least I would appreciate some feedback and ideas on what you would like to see included (or not included) in future editions. I've had a look through some of the back issues and there was everything from pilot profiles, book reviews, a quiz, short stories, cartoons, humour & even poetry. I can't promise that much variety though !

John Cresswell

PS Apologies if the formatting is a little unprofessional - being able to program computers doesn't mean I can use them !

CIRCUMNAVIGATION OF BRISBANE

Sat 21st August 2004

South Westerlies greeted us at Caboolture Airstrip. The wind sock was limp, we had a forecast of SW 5-10 knots for the day.

John Cresswell (his u-beaut machine, still on order and awaiting delivery) jumped in the back seat of my trike. So with my VTC strapped to my thigh, we climbed out and headed for Dayboro. We were accompanied by Roger Western in his Flightstar, Deiter in his Kiebitz and Graham Roberts, Bob Samuel in their trikes.

The air was smooth, clear and fresh as we climbed to our first way point, Lake Samsonvale. There was a bit of discrepancy between Bob Samuel's top of the range GPS and my \$9.50 VTC. So I stayed west of the powerlines, Bob tracking the blue specified airspace line on his coloured GPS screen. Then in the distance, the confirmation of our track, Swanbank Powerhouse. Now you would think with four other aircraft in the air, you would be able to see one of them, so John and I did a couple of orbits over Logan Reserve airstrip. We kept a look out for our accompanying aircraft, but none to be seen. So we tracked on. In the distance, we could see the smoke bellowing from the Jacob's Well sugar mill (I only knew this from my early days of triking as I flew in this area whilst learning). So at least we had a target. The VTC said keep south of Logan Motorway, which we did.

Now we had two sets of eyes and eventually we got visual on our companions in their unmistakable aircraft. Eventually the Kiebitz came along side for an air to air photograph. The tail of the Kiebitz was hanging low, in fact, very low, just on stall, to stay at the airspeed as us for the photograph. Crossing the South East Freeway, our squadron of five seemed to come back together and on turning cross wind for Hecks Field, we passed under the other four line astern for a perfect formation arrival and commotional landing. A warm welcome and a grateful cup of tea / coffee / leak was an essential break.

A quick refuel and a chat to the locals heralded an increasing wind strength, so we departed Hecks Field - John Cresswell as pilot in command of my 10 year old trike.

A steady climb out and track to Jumping Pin, heralded the turn, up the islands, back to Caboolture. We flew at 3000 ft, a trait of JC's long distance flying. Graham flew more out to sea and lower, Bob was out to sea, but at the same height, Roger was hard to see, low low, but the Kiebitz was doing mild aerobatics alongside us as we progressed up North Straddie Island.

Approaching Tangalooma, John craned his neck over the side to check fuel, only 18 litres left. Now was this a miscalculation or were we burning extra fuel. On leaving Moreton we only had 15 litres left. We made a quick calculation on time, fuel and distance as to when we should turn back to Moreton, in case of strong head winds. By this time, it was every man for himself. The Kiebitz gunned it across the bay at full speed, Graham and Roger reunited at Tangalooma and flew over together.

A great flight was had by all and as we landed at Caboolture, our first instinct was to look at the remaining fuel in our tank - 8 litres - a bit tight - another lesson learnt. If we had had any amount of strong head wind, we would have run out of fuel and that would have been another story.

Safe flying

Derek Tremain

SOUTH AFRICA FREEDOM FLIGHT

Some of you may have been following the progress of the attempt to fly 2 trikes around the world to mark the centenary of powered flight and the 10th anniversary of South African democracy. Ricky de Agrela and Alan Honeybourne left Capetown December 2003 and travelled successfully through Africa, Middle East, Asia and Australia, until Alan was tragically killed in bad weather in China. Ricky eventually decided to continue the expedition and his Aquilla trike was airfreighted to USA where he was joined by Martin Walker, another South African pilot. After visiting the Oshkosh flyin, the two travelled south through Mexico and onto Central America. According to the latest information on their website (www.safreedomflight.com), Martin was killed in Belize whilst taking a passenger for a joyflight. Although I never had the pleasure of meeting Martin, the death of any fellow aviator is always terrible but these circumstances are even more so. John Cresswell

**QUEENSLAND VINTAGE AIRCRAFT GROUP
FLY IN WATTS BRIDGE.
Saturday 28th August 2004**

A 7am take off saw two trikes and a Gazelle track for Watts Bridge in smooth air. An uneventful flight saw us arrive at WB 1 hour later. Of course we were the first ones there, so settled in for the arrival of some 100+ other aircraft of all shapes and sizes. GA, Ultralight, Gyros, powered gliders etc etc.

Bob caught us up and landed at 9 am, just as the wind picked up to 15+ knots. He had to get back, so he had a quick chat and took off in a stiff northerly. No problem, the take off looked smooth, yet controlled and he disappeared over the range. Next to arrive from Caboolture was the Kiebitz and Brian in his Drifter.

Perfect weather greeted the many veteran aircraft and we were treated to a mouth watering display of aircraft.

A highlight of the day was a display from a 1980's original microlight that took off from one end of the strip, flew 200 yards landed, turned around and flew another 150 yards, landed. An aircraft that did not look much different from Bleriot, the first aircraft that crossed the English channel.

A few joy flights were had in the afternoon, interrupted by a storm cell that created strong winds and rain for about 15 minutes, then it was dusk

A big thank you to Jeff Underhill for giving us accommodation, a feed and a warm welcome.

The threatening weather forced us into an early start to get back to Caboolture, however, when we arrived at Caboolture, it was still calm, as though we had never left.

In fact, it was that sort of day where you can't put your trike away, so I did a few more circuits, John Cresswell turned up and did just a few more circuits. A 4.2 hour weekend. A top weekend.

Safe flying
Derek Tremain

Mini Quiz

**What is a whip stall and when might you want to do one ?
Answer on last page**



Graham smiles for the camera on the way back from Watts Bridge. Picture by Kevin (Dereks lodger).

CODE OF CONDUCT

As the number of microlights increase at the airfield, we have to be more aware of the consequences of our actions so as to not to upset the equilibrium. Over the years we have built up a good reputation among other airfield users and have been congratulated on our airmanship. This needs to be looked after for the future of our sport at Caboolture airfield.

The preferred runways are 06 and 12. Runway 30 should only be used when stronger winds are indicated on the windsock and 24 should only be used as a last resort. The reason for these preferences is solely to appease the noise sensitive areas around the airstrip. Therefore, circuits needs to be conducted with the same sensitivity and preferably not flying over surrounding houses. Good airmanship and good radio procedure must be practiced at all times.

There are also noise sensitive areas over the houses on the southern end of Bribie Island.

Most of this is common sense, but when we receive no complaints, we must be doing it right.

GPS ACCESSORIES

It's Ok this isn't going to be a rant about the legal requirement to fly with charts, risk of Bush turning off the satellites etc etc. We all know that stuff don't we ?

The truth is that most (if not all) of us fly with GPS these days. In fact Airborne told me that if I wanted a compass on the new trike I've ordered it was an optional extra ! I've always thought the advertised prices for GPS accessories is outrageous but I found a useful company recently which might be of interest. GPSOZ sell a wide variety of cables and accessories which looked pretty good value to me. A power lead for a Garmin was \$16.50 including post - if you have a charging circuit on your plane that would pay for itself in saved batteries in no time. It would also prevent the internal batteries going flat - something that always seems to happen at the least convenient time. They stock a data lead to connect a Garmin to the serial port of a computer for \$25 and for DIY electricians you can even buy just the connectors. Check out their website www.gpsoz.com.au or call them on 02 9999 2313.

I just know that somebody is going to come up & tell me that I payed far too much for these cables. One of the drawbacks of moving to a new country is that all the contacts I had in the UK for getting stuff at sensible prices aren't much use to me out here. So if anybody has recommendations for flying related stuff please let me know so I can put them in future newsletters.

Mini Quiz Answer

A whip stall is defined as a stall break induced from an angle greater than 30 degrees. There's no reason to do one - especially in a trike !

Please email anything for the next edition to crezzi@lineone.net, give it to Derek or John or leave it for us in an envelope in Hanger 92. Deadline for Nov edition is the end of Oct. Thanks - John.

ITEMS FOR SALE OR WANTED

Your chance to advertise here !!!!!!!!!

FORTHCOMING EVENTS

11/12th Sept

Aviation Adventure Day at Caboolture. See Rod Tyson and Caboolture Airwaves newsletter for more info.

25th Sept

Caboolture Aero Club AGM. Please try and make the meeting.

26th Sept

Boonah Flying Tigers Annual BBQ & Get Together. If we can fly out Saturday pm, stay overnight, & come back Sunday sometime would be good

2nd Oct

Inaugural meeting of Caboolture Microlight Club. Hopefully this meeting will set the agenda for the club. Your say is important, so be there !

3rd Oct

Open Day and Air Show, RAAF Amberley. Probably not one to fly into unannounced but maybe we could organize car pooling. If you are flying this weekend check the NOTAMS to see what airspace restrictions are in force and keep a good look out.

9/10th Oct

Gold Coast Sports Flying Club - Heck Field 10th Anniversary Fly-in.

10th Oct

Toowombah Festival of Flight - anyone fancy flying into this one ?

Christmas

Greenfields Toy run - we need to collect toys, new or second hand to put in a big box from Caboolture Microlights for the underprivileged children. Details to follow.

January

Evans Head. A chance for cross country flying - more details to follow