



# SPINNER

**Aero Club of Southern Tasmania Newsletter**  
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**FLY AERO CLUB  
THIS WEEKEND**

**JULY 2006**

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## NOTICEBOARD

- **SAVE MONEY** pay as you go on the day. To avoid the administration charge of \$5.50 on invoices please pay by credit card, cash or cheque with the office. It is all done on the spot and removes the double handling and **SAVES YOU MONEY**
- Membership Subscription is now due still only \$145.00 please pay promptly.
- Battle of Britain Dawn Patrol Saturday September 16th. Big cooked breakfast served at the Clubrooms.

## NEW ERA in FLIGHT TRAINING

Sunday June 18th at 12.10 a sparkling new blue accent Jabiru J160 touched down at Cambridge Airport to launch The Aero Club of Southern Tasmania into a new era of affordable Flight Training. Albert Poon said, "the Jabiru J160 will save the Club a lot of money, therefore the savings passed onto members. I like to think of it as a two seat C172 because it's performance is very similar on just 15 litres of fuel per hour."

The J160 has an air-cooled engine with direct drive prop no gearing, the propeller is wooden and needs some care with regard to moisture. The fuel tanks are in the wings and care is needed not to damage the composite skin when re-fuelling. It has 2 radios and transponder.

Albert and John flew commercial to Brisbane picked up a car, drove 5 hours to Bundaberg. The aircraft was at the factory ready to go. Three hours down to Ballina overnight, top up the fuel and onto Merimbula at 07.00 getting in just before last light. Sunday morning away again at daybreak and home just on lunch. About 15 hours from the Bundaberg factory to home.

## JABIRU



John Breaden unloading gear from the three day Bundaberg ferry trip.

"For our GA members you will need to get 5 hours on the aircraft, I reckon the biggest thing will be the handling skills, that will take a couple of hours to get used to landing as the nosewheel is sensitive to rudder input, basically you will be using your feet again." said Albert.

"The J160 starts like a car, there is no mixture control that's all automatic, it's speeds are all the same as a C172, it has electric flaps. Whilst on the ground easy to maneuver and great forward visibility, in the air it has a real solid feeling the controls are almost heavy and it handles the turbulence well. All GA pilots will feel very much at home in the J160." Albert said



Albert Poon, apart from the Gold Coast weather it was a dream run in the J160



Ron Andersen number one ticket holder the first person at CBG to fly in the J160

"It was a history making flight for me, I've never gone seven hours before without a toilet stop!" said Albert.

The aircraft is very comfortable for a two seater. Wider in the cabin than a C150 there is plenty of elbow room. The leg room is excellent and the fixed seating seems to be a good average for most people.

"You know Ron bribed his way onto the first Cambridge flight with the promise of food. Ron's wife Lorraine baked me a whole basket of her terrific fruit & bran muffins and they were waiting for me when I touched down, and they were good." Albert.

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