

Manawatu Microlight Club Newsletter for April 2011

www.manawatumicrolightclub.org.nz/

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Hi folks,

April is the month when club subscriptions are due. A few weeks ago, I sent a circular to remind members to pay subs as soon as possible and followed this up with an appeal to anybody who *doesn't* intend to renew their membership to email me so I can update our database. Unfortunately, both appeals have had very limited impact. We currently have 51 people listed as members but thus far, only 18 have either paid subs or resigned so *I'm appealing once again to those people who don't intend renewing their membership* to email me as soon as possible.

Shorty bows out. *Shorty asked me to publish the following message.*

It is with regret that I am unable to carry out any further aircraft inspections. Due to current work commitments I am spending more time out of the area, and time away, which is causing inconvenience to club members. I sincerely regret this and as soon as my work commitments settle down, will then get back up to speed and once again be a more active member.

Shorty Cole

A flight in the Drifter. Barry Nolan

When I joined the club, many years ago, the Drifter was our training aircraft. After scraping through the mandatory flight tests, I flew to lots of distant destinations in the Drifter. Places like Masterton, Opotiki and Raglan were explored during my early flying years and I never thought anything of being in an open cockpit, perched at the very tip of the aircraft. However, one day, about 5 years ago, I decided to fly the good old Drifter for old time's sake as I'd become quite soft through flying enclosed cockpit aircraft.

Somewhere in the Cheltenham area at about 2000 feet. I casually looked at the ground directly below the aircraft and immediately froze in horror as I realised just how high I was and how little lay between me and the Manawatu countryside. How foolish! It didn't matter because my safety didn't depend on either, but no matter how I tried rationalise my fears, I felt increasingly vulnerable so immediately reduced height to 500 feet AGL and headed for home. Unfortunately, the lower altitude did nothing to allay my irrational fear and I was mightily relieved when I touched down at Feilding.

Since that awful day, I've steadfastly refused to fly the machine despite telling myself that I should 'get back on the horse.' However, one calm Sunday, a few weeks ago, several people urged me to have another go, so I reluctantly agreed, providing Ed sat in the back seat. Surprisingly, Ed (brave man) agreed and after sorting out the intercom headsets and giving me a briefing on the characteristics of the Drifter, we set off to "do a couple of circuits."

The take off roll was a revelation as I struggled to keep the machine straight and I also became quite worried when it steadfastly refused to become 'unstuck' for what seemed an eternity. Eventually we were airborne and I found myself chasing the string to keep the aircraft balanced. The force of the wind which pinned me to the seat made it difficult to see clearly and the thought that we were NORDO and other 'planes were in the circuit was less than reassuring. I'm pleased to relate that I made quite a good job of the landing, but once on the ground, swerved violently from side to side as I struggled with the rudder pedals (I believe the skid marks are still legible on the grass runway!)

Our very brief flight was punctuated by a series of shrill screams through the head set and I had assumed that it was Ed expressing his feelings. However, he told me that they were the result of a loose connector plug and had nothing to do with him. Unfortunately, the loose connection meant that I couldn't hear his instructions from the rear seat which apparently included suggestions to change height, follow the aircraft which took off before us and fly a wider circuit!

I think I'll stick to the Sky Arrow for the time being, but *may* try a Drifter flight at a later date!

Another old aircraft.

The following picture shows a Baby Bird DS-1. (U.S.A 1984). Donald Stits designed this as the world's smallest airplane and held record for short period of time. High wing monoplane with tricycle landing gear. Length 11', height 5'. Wing span 6.25' and empty weight of 250 lbs. Payload 188 lbs. 55 hp Hirth tractor engine. Cruise speed 88mph and rate of climb 925 fpm.



Ask not what your club can do for you.....

The global recession came at a very inconvenient time for our club as we'd committed to buying the Hanuman at about the time it began to take hold. The purchase involved borrowing money but unfortunately, loans have to be repaid. This means our income needs to exceed the amount we earned pre - Hanuman. Alas, the Libyans completely ignored our plight and their tiresome squabbling has resulted in spiralling petrol prices which obliged us to increase the price of flying. The combination of these factors seems to have deterred people from flying which is definitely not good for our bank balance. So, I'd like to ask members to consider resuming their flying activities. I know that discretionary spending is more difficult to fit into the family budget, but maybe a commitment to fly for say, one hour each month, instead of every week, could be managed?

Annual General Meeting

The AGM will be held at the clubrooms on 15th May. This year, we've broken with tradition by holding the meeting at 1.00 pm so as to give those who attend the Waipukurau Dawn Raid time to make it back to Feilding. We'll have a barbecue BEFORE the AGM, this year!

I'd like to appeal to members to consider serving on the committee for the coming year. We need people who have an interest in ensuring that the club thrives. Generally speaking, committee members are not required to spend a lot of time on club business. Usually, duties involve attending the monthly meetings (usually held on Monday evenings at 7.00) and spending an hour or so during the month attending to club business. I will publish a list of office holders duties in next month' issue

Events Calendar

22nd to 24th April - Classic Fighters Air Show at Omaka

15th May Manawatu Microlight Club's Annual General Meeting - 1.00 pm.

15th May Manawatu Microlight Club barbecue @ 12.00

15th May Waipukurau Dawn Raid

May 29th Manawatu Microlight Dawn Raid

Who's Who of the Manawatu Microlight Club

- Patron Rex Thompson
- President Ed Evenbly
- Vice President Neil Colliver
- Secretary Barry Nolan
- Treasurer R Dixon
- Club Captain Pete Donald
- CFI B Penman
- Club Safety Officer Phil Budding
- Fuel Officer Bill Steel
- Master of Parties Colin Mc Millan

Committee:

Peter Donald, Pete Kernohan, Peter Gene, Frank Vanderhulst

Items For Sale and Wanted

No items listed this month.

How to pay Flying and Membership fees online

Go to your bank and type in the club's Bank Account No: 030626 0071863 00

Then, in:

- Box one: Type the date
- Box two: Your name,
- Box three: Aircraft registration,
- Then enter the amount in the appropriate box.

Each flight is to be entered as a separate transaction, i.e. if you have flown 2/3 flights in a day, week, month, then **EACH flight MUST** be entered separately. **Do not** add up several flights and enter one amount because I will not be able to separate them and they will not be signed off in the flight logs.