

Manawatu Microlight Club Newsletter for August 2009
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Hi folks,

Not much news this month as I've been out of the country for the last 30 days. However, I've still to receive any notification from past members so I'd like to appeal to those people who receive this newsletter but **haven't yet** renewed their club membership. If you fall into this category, could you please email me to **let me know whether or not you intend renewing your subscriptions?**

Many thanks,
Barry

Aircraft: AIRMASS SUNBURST MODEL B,

Registration: NONE

injuries: 1 fatal.

The pilot was en route from ayden, nc, where he purchased the ultralight, to his home in havelock, nc. while en route, he had landed at ernul, nc to refuel. after refueling, he took off, circled back over the field, then added power & began to climb. at about that time, the left wing folded up from the root, and subsequently, the ultralight impacted the ground in a steep nose-down attitude. an investigation revealed that both left wing flying wires (cables) had separated where they were routed over thimbles for attachment to the hang cage. the nicopress sleeve (swedge fitting) on one of the cables had been installed over the plastic coating on the cable, rather than directly on the cable.

aircraft: vector 610, registration: none

injuries: 1 fatal.

on 4/18/83, the ultralight vehicle was damaged by high winds. this necessitated the replacement of the front & rear spars as well as the battens which provided curvature to the upper wing surface. prior to a test flt, a weighted tail wheel was also installed. subsequently, a test pilot took off to evaluate the ultralight. witnesses observed that the pilot climbed to about 1000 ft, then began a series of maneuvers. while performing a maneuver, similar to a lazy 8, with bank angles up to 60 to 90 deg, the ultralight's left wing folded. the vehicle then entered an uncontrolled descent & crashed. an exam of the wreckage revealed that the aft spar tip had rotated around the aft spar in such a manner that the outboard wing panel had bent down & rearward. holes had not been drilled & steel

pop rivets had not been installed, per installation instructions, to prevent the spar tip from rotating. also, the pilot's blood alcohol level was found to be 95 mg%. the test pilot also performed maintenance on the ultralight.

probable cause

wing, wingtip..loose

maintenance, major repair..improper..pilot in command

maintenance, inspection of aircraft..inadequate..pilot in

A true story from the Mount Isa in Queensland.

Recently a routine Police patrol car parked outside a local neighbourhood pub. Late in the evening the officer noticed a man leaving the bar so intoxicated that he could barely walk. The man stumbled around the car park for a few minutes, with the officer quietly observing. After what seemed an eternity and trying his keys on five vehicles. The man managed to find his car, which he fell into. He was there for a few minutes as a number of other patrons left the bar and drove off. Finally he started the car, switched the wipers on and off (it was a fine dry night). Then flicked the indicators on, then off, tooted the horn and then switched on the lights. He moved the vehicle forward a few cm, reversed a little and then remained stationary for a few more minutes as some more vehicles left. At last he pulled out of the car park and started to drive slowly down the road. The Police officer, having patiently waited all this time, now started up the patrol car, put on the flashing lights, promptly pulled the man over and carried out a random breathalyser test. To his amazement the breathalyser indicated no evidence of the man's intoxication. The Police officer said "I'll have to ask you to accompany me to the Police station - this breathalyser equipment must be broken."

"I doubt it," said the man, "tonight I'm the designated decoy".

Nil Flying

Apparently the recent weather hasn't been the best. Despite this, some folks managed to go flying. A number including Pete Donald & Stan managed to get as far as Otaki last month. The owners of the strip there seem quite keen for us to visit, for some reason!

The Hastings Dawn raid would have been great, with lots of sunny weather, had we been able to get airborne at Feilding. About 6 planes from Feilding made it to the Dannyvirke fly in, with good weather there as usual.

Oshkosh has come & gone, but check out this video of it for a great 5 minute summary. It shows a typical scene from Oshkosh.

<http://www.youtube.com/watch?v=nKU0uQki5Dc>

A nervous flight

As I mentioned earlier, I've just spent some time in the Philippines where they have a unique way of operating. In short, no job is ever completed satisfactorily and the resulting chaos makes the life of the inhabitants really difficult. Pavements are broken and pocked with yawning holes to trap the unwary. Roads suffer from the same problem and there's a complete absence of road rules. People set up stalls in every spare piece of land and these commonly encroach onto the pavement, then the road which causes traffic to swerve to avoid killing the stall owners. Parks are bereft of grass and street lighting is sparse and infrequent. When we were checking in for a domestic flight, we were informed that 2 hours was the standard. Since we were booked on an 8am flight, we had to get to the airport at 6.00am. The airport staff, however had no such constraints and began strolling in to unlock the airport doors at 6.25. They had a manual system of checking in which consisted of a board with numbered tags hanging from it. These represented the seat numbers. I noted that one hour into the check in operation, the 3 clerks managed to process 14 passengers. Guess how late the flight was! Finally, we boarded and taxied out to the seemingly impossibly short runway. It was then that the following thought occurred to me. *'If all the other functions in the country are completed in a haphazard fashion, what makes me think the pilot and the ATC are to be trusted?'* Time to worry! On climb out, the pilot inexplicably reduced power to little above idle before resuming full throttle and executing a series of shallow left and right turns. He repeated the 'idle engine trick a few more times during the flight and I was mightily relieved when we finally made contact with the ground at our destination. Maybe he was training his co pilot! Maybe that's the normal method of flying in that country or could it be that he was simply following the instructions given by Air Traffic Control?

No scary bits!

I've yet to receive any material for the proposed, Scary Flights column which I'd like to feature in this newsletter. Please email me if you'd like to contribute to this column and don't be shy - I doubt if any of us has had a trouble - free flying history.

If you're not too good at writing, don't worry. I'll edit your message and let you have a look at the changes before going to print. Or, you could give me a call and relate the tale to me.

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- **What are they talking about?**

Events Calendar

Club Barbecue, Next Sunday (August 16th)

Who's Who of the Manawatu Microlight Club

- Patron Rex Thompson
- President Ed Evenbly
- Vice President Neil Colliver
- Secretary Colin MacMillan
- Treasurer R Dixon
- Club Captain Pete Donald
- CFI B Penman
- Club Safety Officer Craig Grant
- Fuel Officer Phil Budding
- Master of Parties Pete Kernohan

- Committee:

Bill Steel, Peter Donald, Shorty Cole, Pete Kernohan, Craig Grant, Stewart Picken, James Roger

Items For Sale and Wanted

For Sale:

We can supply Hangers of any size. All buildings can be customized to the clients requirements.

For further information, please give us a call.

Wide Span Sheds

Email murray.hintz@sheds.co.nz

Web www.sheds.co.nz

Murray Hintz

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What A Life!

This is a book written by our very own Rex Thompson and is still available at \$29.95 from Poppies Bookshop in Feilding, Bruce Mc Kenzies, George St. P N, or from Rex himself. The publication is a series of short stories on flying, hunting and fishing. Speak to John Waugh, JBR or Alf Crowe if you'd like a preview of the publication.

Please let me know if you'd like to buy or sell any (not necessarily aviation related) items and I'll include this in the next edition of the newsletter.

Barry
