

Manawatu Microlight Club Newsletter for February 2011

www.manawatumicrolightclub.org.nz/

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Hi folks,

Not a lot to relate this month so later on, I'll enlarge on the approach that the Middle Districts Aero Club recently made to MMC.

Barry

Athol's New Hangar.

Our Athol's built himself a new hangar on his Woodville property and from all accounts, it's an impressive building. He's planning a grand opening ceremony and has invited members of the flying fraternity to attend TOMORROW. The details are as follows.

Athol & Betty SOWRY cordially invite you to this fun day.

336 Valley Road R.D.2, WOODVILLE 4998 Ph/Fax (06) 3764754 Mobile 021 1578293

MANAWATU MICROLIGHT CLUB

TRIAL FLIGHTS - HANGAR OPENING

SATURDAY 19 February 2011

For your convenience Feilding airfield based Manawatu Microlight Club will be offering \$40 trial flights at the above address.

The club operates a fleet of modern technology aircraft that offers an affordable option to experience the freedom of flight.

Should this day not be suitable for you, the club operates every Sunday at Feilding airfield and we welcome your visit. The club house is just inside the main entrance.

Also on Saturday 19 February 2011 at 336 Valley road Woodville;

At 12 noon we will be opening our new clear span shed (hangar), to be followed by a complimentary BBQ. We welcome your attendance, and should you know of some one, who would be interested in this style of building construction, or an affordable trial flight, please bring/send them along.

Builder and kitset building supply company will be in attendance. Just curious? Then come on out, don't be shy. You will find Valley road via Pinfold or Condiot roads just north of Woodville off State Highway 2. www.manawatumicrolightclub.org.nz

Club President 027 3569787

Club Captain 06 3287882

Club CFI 027 2408500

Club house 06 3239861

Middle Districts Aero Club

As mentioned earlier, the MDAC made an informal approach to our club regarding the relocation of *part* of their club rooms. Their club is suffering because of the high rental charges they currently pay so they're exploring cheaper alternatives. At this stage, they believe that they could move a large part of their current clubhouse onto

our site at Taonui and sell the remaining part to cover the cost of the removal. They are tentatively suggesting that they would sign over ownership of the the building to our club in return for our allowing full and free access to the facility. It's important to stress that at this stage, this is only an idea and if it's pursued, there will need to be detailed discussions between the two parties.

A Message from Mike Harding.

Hi Barry
Just a couple of pix of the RANS S6
we have just finished for our
club. Flys like a dream. No issues
with the CAA inspection.
Perhaps you would like to print in
your next newsletter.
Regards to all at MMC

Mike



Take Care Up There. *More sad tales from the microlight accident archives.*

At the time of the accident, the sky was clear and there was no wind. Several boats were in the channel.

The autopsy revealed that death was caused by multiple trauma sustained on impact when deceleration forces exceeded the limits of human tolerance. The results of toxicology tests conducted at the Civil Aviation Medical Unit (CAMU) of Health Canada located in Toronto, Ontario, were negative.

The Pelican is an advanced ultralight. The aircraft was built in 1988 by its first owner. The aircraft was flown for three years, then was parked at an airport until it was sold to its current owner.

The owner replaced the Rotax engine with a Subaru engine. He also removed the right-hand dual control and installed floats and a new carbon fibre propeller. The pilot later repaired the propeller. The leading edge of one of the blades had been damaged when the propeller came in contact with the engine cowling during a static power test sometime before the accident. The precise nature of the repairs could not be established.

The day before the accident, the owner mentioned that he was not satisfied with the repairs. On the flight made following the repairs, the engine had started to vibrate and the vibrations had damaged the engine mounts. That evening, he repaired the propeller again and also repaired the engine mount. He mentioned at the time that he had doubts about the quality of the repair.

The aircraft struck the ground at almost 90 degrees and flipped over. At the conclusion of the impact sequence, the aircraft fuselage lay flat on the ground, and the wings were

upside down on the side opposite to their normal position on the fuselage. Both floats were on the same side of the aircraft. The aircraft was approximately 80 per cent destroyed by the fire.

When the wreckage was examined, only two of the three propeller blades had been found. In an information circular to owners, the propeller manufacturer indicated that the type of propeller used by the owner can be repaired by the user following a certain procedure. However, the manufacturer stated that only propellers with nickel-armored leading edges should be used in floatplane operations. That type of propeller cannot be repaired by the user and must be returned to the manufacturer.

Witnesses stated that, during the flight, the engine seemed to be operating normally. Some witnesses heard variations in the sound of the engine after the vibrations started. They associated the sound with variations in engine power.

A fire broke out a few seconds after ground impact. The tanks in both wings contained fuel. When the owner had installed the engine, he had relocated the battery towards the aft fuselage area for balance. The battery cables ran along the bottom of the fuselage to the front. Evidence of a short circuit was observed on one of the battery cables in the forward cabin area.

The flight controls were examined for continuity. The elevator cables and rudder cables were intact. The aileron control had broken in the tube running between the left and right controls. The aileron bell cranks and the control tubes running from the cabin to each of the ailerons had melted in the intense heat of the fire.

The aileron control was forwarded to the TSB Engineering Branch Laboratory. A rupture test was performed on the end opposite to the one found ruptured in the wreckage examination. The end ruptured at 950 pounds. This evaluation determined that the control had been manufactured in accordance with established safety standards and complied with the manufacturer's standards.

What are they talking about? A summary of topics discussed at the last committee meeting.

Flying charges to be increased by \$10 to reflect current petrol costs and cover the increase in GST.

We heard the sad news that our oldest club member, Bert Cheyne (96 years old, I think) died during the month.

We will advertise for new members in The Guardian for a trial period of one month.

Middle Districts Aero Club has made an informal approach to MMC regarding relocating their clubhouse

Welcome to a new club member - Peter Dunning

Bring back the books!

Will anybody has borrowed hardback books from the club room please email me so I can keep track of their whereabouts ? Turangi Club barbecue Sunday 16th Jan. @ lunchtime Barry

Events Calendar

MMC Club Barbecue, Next Sunday, February 20th
Wings Over Wairarapa 11 - 13 March.

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 Colin Mc Millan
- CFI Bill Penman
- Club Safety Officer Phil Budding
- Fuel Officer Bill Steel
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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 Ac no 030626 0071863 00 Then, in:

- Box one: Type the date
- Box two: Your name,
- Box three: 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.