

## Manawatu Microlight Club Newsletter for January 2011

[www.manawatumicrolightclub.org.nz/](http://www.manawatumicrolightclub.org.nz/)

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Hi folks,

On behalf of the committee, I'd like to wish our members a Happy New Year. As usual, our flying activities started on the first day of the year with the fly - in to Athols place in Woodville. More about this later.

Barry

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### From Canada to Taonui.

For the past couple of weeks, we've had an overseas visitor at our club days. Dale is a superannuitant and hails from Canada where, he informed me, the temperature is considerably below freezing at the moment.

Dale has a deep interest in aviation and at one stage, had a PPL. He chose to come to Feilding for 2 or 3 weeks during our summer to escape the Canadian Winter and to be close to an active airfield. Although he has no desire to do Pilot in Command flying, he is interested in getting airborne (and sharing flying costs) with those willing to accept a passenger.

Dale tells me he's researched electrically powered aircraft and assures me that there are such machines currently in production. Maybe we'll own an electric microlight one day?

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**Frogs to Kiwis.** *Yet another international connection! I recently received the following email with the caption shown above in the subject line.*

Hello,

I am a French microlight pilot (and builder!). It is limited chance I ever fly to NZ but I wonder : is it legal at your place to land a microlight away from the airport?

I found very little official (OACI) air places in the country and none in the area I am the most likely to visit (Waiuku)

In France we are allowed to land in any place if the owner is OK and if the local administration is informed (this last part being a joke as the law don't tell us who we must inform or how and when, so the French microlight federation sent a "global" information to all county saying basically, "some day a microlight will eventually land at your place - now you are informed !" Not to mention you land at own risk and "if you make the fool you may end in real trouble...or in a grave" is a general motto for our activity.

I own a Skyranger I rebuilt from scratch a couple years ago. A mere 582 allow much fun and the cost of a bit more fuel and engine care. It is the best microlight I ever had (and the only one in fact). I love it as it really flys by itself (once well adjusted) and seems to be absolutely foolproof. Of course keeping weight as low as possible should be a religion. Loading a hawk will always make it flying like a hen! Unfortunately I am now running my own business and it takes too much time to allow much flying...and if I ever come to visit NZ it will be a commercial flight...too bad !

Best Regards and seasons greating. Yves Legrand

## PC Clanger

A policeman spots an enormous black guy dancing on the roof of a Ford so he called the controller to request backup.

"What's the situation?"

"A big, fat, black bloke is dancing on a car roof."

"You can't say that over the radio" replies the operator, "You have to use politically correct terminology"

"OK" he says. "Zulu...Tango....Sierra."

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

<http://www.youtube.com/watch?v=-j5N9SJjuU4>

Jan 28, 2010

Motorsport legend Rex Paddock and his passenger Mark Taylor died as their microlight attempted to avoid a mid-air collision with another aircraft. Rally car builder Rex, 56, from Eastbach, died when he lost control of the two-seater aircraft which went into a spin before nose-diving into a field. Father-of-two Mark Taylor, 45, from Christchurch, was also killed when the Escapade 192 crashed just 150m from Shobdon Airfield in north Herefordshire on April 4 2009.

Air accident investigators concluded that Mr Paddock's decision to descend below the minimum height made it more likely he would come into conflict with aircraft taking off from the airfield and did not leave him with enough space to safely avoid an accident. But the report gave the all-clear to the three-axis machine Mr Paddock had constructed at a garage near the family home.

Wife Lynn, a former lecturer at RFDC, said: "I never ever had any doubts about the plane. Rex was such a meticulous engineer. Everything that should have been in place was in place." The family are now in talks with the Wyedean rally organisers to present an award in memory of the engineer who had worked on the race for more than 30 years.

Investigators heard the pair left Eastbach Farm Airfield and flew to Over Farm and Rodley Airstrip before leaving for Shobdon where it is thought they planned to have lunch. But a microlight pilot described how he saw Mr Paddock's plane approximately 50ft above him and on a conflicting track as he took off from Shobdon. He saw the Escapade turn sharply to the left, stall and then rotate anti-clockwise in a near vertical attitude. His passenger saw the fatal crash.

The UK Air Accidents Investigation Branch report said it appears Mr Paddock planned to descend below the minimum required, 1,500 ft on the non-traffic side. "Although he was reminded of the height restriction, the aircraft was subsequently observed by airborne witnesses at 500 ft. "It took avoiding action on a departing aircraft which probably led to the loss of control. "If it had been at or above 1,500 ft, there would have been less chance of conflicting with departing traffic and also more height available to recover from any loss of control."

And - whilst we're on the subject, follow this link to see another mid - air problem!  
<http://www.youtube.com/watch?v=-j5N9SJjuU4>

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### **New years day fly in 2011** By Athol Sowry

Our club once again hosted the new years day fly in on Athbey farm airstrip Woodville; the very first aviation event in the world each new year, and once again we can report attendance records were broken. It was noted 40% attending aircraft were GA and 60% microlights. Of great disappointment was the South Island aircraft that got as far as Masterton only to be grounded with the locals due to low cloud and rain while those that had come from the rest of the North Island bathed in sun shine at Woodville, and just 40 miles away. The caterers comment this year more bread was eaten, less potatoes with a similar amount of salads/coleslaw and numbers of sausages. We are extremely grateful and a big big thank you to those club members who attended various working bees prior to new years day in preparing the airstrip.

Six first of type were noted, Glasair; Champion; EP9; TL2000 Sting; Hanuman; and RV3 with a nice aerobatic manoeuvre on departure.

The last task remaining from new years day is to take the local contractor and his wife on a local flight in appreciation of their assistance in airstrip preparation.

### **NEW YEARS DAY FLYIN AWARDS.**

First to arrive; Club member, Colliver Family RVT Bulls. Non club member, Richard Anderson JRU Waipukarau.

Furthest travelled, Ken McKee KMA Napier.

Most effort to attend; (still to be awarded) Some one by the name of Jim from the south Island who got to Masterton only to be grounded by low cloud and rain.

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### **Hanuman Free Flight Raffle**

Stuart Bradbury of Colyton won the raffle. (Let's hope it encourages him to become a club member!)

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The missus was watching a cooking program the other day. I said, "What are you watching that for? You can't cook." She said, "You watch porn." I hate her!

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**What are they talking about?** A summary of topics discussed at the last committee meeting. No Meeting in January, due to the holidays

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### **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 16<sup>th</sup> Jan. @ lunchtime  
Barry

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### **Events Calendar**

**MMC Club Barbecue, Next Sunday, January 16<sup>th</sup>**  
Turangi Club barbecue Sunday 16<sup>th</sup> Jan. @ lunchtime

## 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

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## Items For Sale and Wanted

No items listed this month.

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## 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.