

**Manawatu Microlight Club Newsletter for July 2009**  
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Hi folks,

Many thanks to those members who responded to the questionnaire seeking views on the kind of social activities they'd like to see implemented by our club. The committee have discussed the suggestions and decided to implement a couple of these immediately. Details of these appear later in this newsletter.

I'd like to make an 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

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### **Our Website.**

Peter Gene's done some sterling work in updating our website. It's now much more user friendly and a lot of additional information has been included. The site address is:

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

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### **Questionnaire response**

The response to the 'Social Activities' survey was a little disappointing, but that's life, I guess. Thanks to those who did respond. Peter Donald reports that 90% of the replies were in favour of the club's organising trips to other airfields on Saturdays and Sundays. The same percentage also favoured organising Spot Landing and Bombing competitions at Taonui. In view of the answers, the committee will arrange some Saturday flying trips. It's important to understand that you may take part in this activity even if you are not fully licensed or don't own an aircraft. It is possible to travel as a passenger with an experienced pilot so watch this space for further details.

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### **Where's the Airbus?**

Although some debris and 50 bodies have been retrieved from the recent Airbus crash, investigators remain in the dark about what caused the airliner to plunge into the sea off the coast of Brazil killing the 228 people onboard on June 1. The wreckage is believed to be about 15,000 feet (4,500 meters) deep, amid underwater mountains and mixed in with tons of sea trash. A French nuclear submarine and other vessels are searching for the flight data recorders, commonly known as black boxes, by attempting to trace their locator beacons, which send out acoustic pulses, or "pings," to searchers.

The U.S. Navy has contributed two high-tech acoustic devices -- known as towed pinger locators which have been attached to French tug boats and can search to a maximum depth of 20,000ft (6,100 meters). The firm which makes the recorders, Honeywell Aerospace, has told CNN it has a 100 percent recovery record from air accidents. Honeywell said it was hard to estimate how much battery life the locator beacon on the recorders had, as it depended on the conditions, but it is typically around 30 days. The American National Transportation and Safety Board says on its Web site that large commercial aircraft and some smaller commercial, corporate, and private aircraft were typically fitted with data recorders.

One recorder taped radio transmissions and sounds in the cockpit, such as the pilot's voices and engine noises, the NTSB said. Sounds of interest could be engine noise, stall warnings, landing gear extension and retraction, and other clicks and pops. From these sounds engine revs per minute, system failures, speed and the time at which certain events occurred could often be determined, the NTSB said. Communications with air traffic control, automated radio weather briefings and conversations between the pilots and ground or cabin crew were also recorded.

The other recorder monitored at least 88 important parameters such as time, altitude, airspeed, heading and aircraft attitude, the NTSB said. In addition, some could record the status of more than 1,000 other in-flight characteristics ranging from flap position to smoke alarms. The older recorders used one-quarter inch magnetic tape as a storage medium and the newer ones digital technology and memory chips. Both recorders were installed in the most crash survivable part of the aircraft, usually the tail section, according to the NTSB. Each recorder was equipped with an underwater locator beacon to assist in locating in the event of an over water accident. The device, called a pinger, was activated when the recorder was immersed in water and could transmit from depths down to 14,000ft (4,270 meters). The recorders, actually orange in colour, are built to withstand the toughest conditions, with an impact tolerance of up to 3400Gs, water pressure resistance to 20,000ft (6,100 meters), fire resistance of 1,100 degrees Celsius (2012 degrees Fahrenheit) and a battery shelf life of six years or more, with 30-day operation capability on activation, the NTSB said.

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### Say it again!

Morris, an 82 year-old man, went to the doctor to get a physical. A few days later, the doctor saw him walking down the street with a gorgeous young woman on his arm. A couple of days later, the doctor spoke to him and said, 'You're really doing great, aren't you?' Morris replied, 'I took your advice, Doc, 'Get a hot mamma and be cheerful.'" The doctor said, 'I didn't say that. I said, 'You've got a heart murmur; be careful.'

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### A true story from Neil

Just heard a true story involving our local pharmacist who used to fly. He was doing his BFR away from home in Queenstown. As a part of the exercise they did an engine failure practice. However, unknown to the pilot, the power had been pulled on him over an undistinguished paddock that was used as a grass strip. The pilot nominated the correct paddock. Instead of getting to 500ft and being told to go around the approach continued.... and continued.... and continued, right down to about 50 ft. The pilot asked to go around, and was told to actually land, which he successfully did. They then backtracked & took off again, without drama. He passed!

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### Be careful up there!

The following is an excerpt from an interview with James May, a presenter with the popular TV show, 'Top Gear.'

'I probably shouldn't admit this, but I was recently on the final approach to an airfield in my light aircraft when I went to close the throttle, pulled the mixture lever by mistake and killed the engine. I managed to glide it in, just, but what an idiot.'

'Not as bad, though, as the time I was taking off on my own and I realised I had the seat too upright. I reached down and pulled the seat-adjusting lever... but of course, because I was in a

climb, the seat just fell away behind me. And because I was holding the yoke, I pulled that back and sent the plane into a vertical climb... I nearly stalled, which at 300ft would have certainly killed me.

'People would have looked in the wreckage and thought, why was he flying with his seat reclined? I've never told anyone about that before.'

Perhaps unsurprisingly, May has yet to convince his girlfriend to fly off on holiday with him.

'Truth is, most light-aircraft enthusiasts fly from one airfield to another airfield, pop into the cafe, have a cup of tea and fly back. We flew to Goodwood for a cup of tea the other week; it probably cost me £100.'

May flew a Eurofighter Typhoon at over 1,300mph for *James May's 20th Century* which is perhaps the most advanced vehicle on Earth - and he preferred the experience to flying a Spitfire. 'The Eurofighter smells like a new Ford Focus; the Spitfire smells like a workshop. It's oily and dusty, it vibrates, it's scuffed, the exhaust fumes come in through the canopy. The sun burns the side of your head, but your feet are freezing...

'Since I was five, I've wanted to fly a Spitfire, but it's nothing like I thought it would be. People talk about "the evocative, creamy roar of the Rolls-Royce Merlin", but when you're inside the actual mechanism, which let's not forget is a piece of Thirties British metalwork directly bolted to the airframe, everything it does is directly transmitted to your backside and your fingers. When it's throttled back on the runway, it sounds like someone's hitting it with a sledgehammer.'

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### **Tell us your scary bits!**

I thought it may be interesting to get accounts of some 'scary incidents' our members have experienced during flying activities. 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. The following is an account from Neil Colliver.

***My worst / most frightening experience was 1st solo. On climb out, my seat clicked back about 3 notches, (a traditional feature of 30 year old C 152s!) I started to pull back on the stick, but only started! Thankfully, sense prevailed & I managed to complete the circuit without further drama.***

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**What are they talking about?** Topics discussed at the last committee meeting.

- MMC website completed and running
- Club will organise an Open Day/Airshow early in 2010
- 19.8.09 MMC Dawn Raid
- Saturday flying to be arranged

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### **Events Calendar**

Club Barbecue,  
MMC Club Dawn Raid

Next Sunday (July 19th)  
Sunday 19<sup>th</sup> August

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## 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

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## Items For Sale and Wanted

### For Sale:

#### 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*

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