

## Manawatu Microlight Club Newsletter for July 2010

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

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Hi folks,

My apologies for the late release of this month's newsletter. I've been very busy as my business is in the middle of a totally unexpected 'blip.' It means I'll be able to fly more often but the downside is lack of time to pursue my leisure activities.

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### Yes, they *are* doing something!

Just another update on the status of the Hanuman. The Instrument Panel is now ready to be fitted and steady progress is being made. During the month, we had 3 members working on the : Mark, Phil and Stan.

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### A helping hand

A man and his wife were awakened at 3:00 am by a loud pounding on the door. The man gets up and goes to the door where a drunken stranger, standing in the pouring rain, is asking for a push.

"Not a chance," says the husband, "it is 3:00 in the morning!" He slams the door and returns to bed.

"Who was that?" asked his wife. "Just some drunk guy asking for a push," he answers.

"Did you help him?" she asks. "No, I did not, it is 3:00 in the morning and it is pouring rain out there!"

"Well, you have a short memory," says his wife. "Can't you remember about three months ago when we broke down, and those two guys helped us? I think you should help him, and you should be ashamed of yourself!"

The man does as he is told, gets dressed, and goes out into the pounding rain. He calls out into the dark, "Hello, are you still there?"

"Yes," comes back the answer.

"Do you still need a push?" calls out the husband.

"Yes, please!" comes the reply from the dark.

"Where are you?" asks the husband..

"Over here, on the garden swing," replied the drunk!

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### Famous Members.

Recently, whilst idly surfing the TV channels I happened to land on Tararua TV on one of the rare occasions when they were not broadcasting a Fire & Brimstone religious programme. It took me a few moments to realise that I knew the people being interviewed. It was our very own Neil and Sarah Colliver who were being questioned about their upcoming world trip. The interview seemed to last for about 30 minutes so I discovered much about their family background, reasons for the trip and a brief itinerary. Very entertaining! I immediately contacted Neil to ask for his autograph. Neil

has a blog [neilandsarahsroundtheworldtrip.blogspot.com](http://neilandsarahsroundtheworldtrip.blogspot.com) which members may access to follow their progress around the globe.

### **And then, there was Rex!**

On July 17<sup>th</sup>, the Manawatu Standard's 'Memory Lane' page had a feature article about Rex Thompson and his role as the first franchise holder in the Manawatu for Beazley Homes. The article outlined Rex's journey from his early days as a sole operator builder through to his position of manager. There was also background information about his wartime role in the RAF and his being an author of two books about his life experiences.

It's really good to see some of our members in the media for all the right reasons. Well done, Neil, Sarah and Rex!

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**Be Careful Up There!** More cautionary tales from the Microlight Accident files.

Aircraft: **Smith Kitfox**  
injuries: 1 uninjured.

The pilot stated that during take off on the aircraft's 1st flight, it entered a nose high attitude, stalled & crashed about 100 yds from the departure end of the runway. The pilot was reported to have said that "there was insufficient downward elevator travel and the angle of incidence of the horizontal stabilizer was past the negative limits." The aircraft designer reported that the horizontal stabilizer was properly positioned. The wing twist was found to be 1.88 degrees per 13.5 ft versus the specified wing twist of 3.65 deg. The downward deflection of the elevator was measured to be 28.2 degrees versus the designed 25 degrees. The c.g. was reported to be within limits.

Then probable cause?

Failure of the pilot to maintain adequate airspeed during take off, which resulted in a stall.

Aircraft: **Wesley Striplin Ranger**,  
injuries: 1 fatal.

Witnesses reported seeing something hanging from the left wing of the aircraft along with fuel coming from the left wing. Shortly thereafter, the aircraft entered a left diving turn and impacted the terrain in a steep, nose down attitude. Examination revealed the left wingtip fuel tank was missing. The left wing inboard tank was located approximately 100 ft from the main wreckage. Three flight hours prior to the accident, the left aileron was repaired due to delamination of the skin. The kit manufacturer stated the wingtip tanks should be attached with 6 screws, large washers and nut plates. Reportedly, the wingtip tanks were attached with 4 screws and nut plates with no washers.

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**BELATED NEWS ITEM.** Submitted by Athol

Yes, club members have been out and away when the opportunity arises. On a Saturday in early May eleven aircraft and approx 24 persons from our club along with our aviator friends from Masterton descended on Athols strip at Woodville and after a welcoming cuppa, were ferried by car some 5 kilometres along the road to visit a museum. Viewed were some 80 vintage and classic farm and trail motor cycles mostly in a restored condition, along with a number of Harry "Fergusson" tractors. Shelves, wall cavities and spare corners yielded many more antique treasures from cream separators to oil bottles and cans to spark plugs of every description and more. A treasure trove that delighted all that made the trip. Our museum hosts then helped ferry visitors back down the road in two very interesting sport cars that appeared out of another shed adjacent to the museum shed complex. Back at Athols visitors were treated to the mandatory BBQ (thanks ever so much Betty) before guests departed. Our thanks to John Shakes of Masterton for helping arrange this day out. But wait, there's more! At a future date we will do it all again, but next time it will be another 1 kilometre past the bike museum to a truck collection. Yes Woodville has it all, that's why they call it the centre of the universe.

**Another idea** waiting for someone to set up is fly into Flathills airstrip and if several cars have gone ahead, ferry up to the cafe for lunch. Volunteers please!

**LOST AND WANTED.** Where are the 15 pigtail standards and the 100 metres of safety tape that was at our(MMC) hangar on the occasion of the Feilding airfield open day on the 6th March. It is needed for the next New years day flying. Replies to Athol, please!

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**And a critic's point of view.** An excerpt from CHB, Waipukurau's June newsletter.

The new runway is looking very green and from the ground it looks usable. From the air the truth shows up that the strike of grass is still very thin. ***This doesn't seem to prevent thickos from landing on it.*** In spite of the fact that there are white crosses at each end which indicates closed runway. At the recent Dawn Raid, a couple of visitors landed on it and last week ***some microliters from Fielding*** called in and one of the group landed on it and took off on it. If I'd noticed earlier I would have called him up on the radio and told him to come back with a rake and repair his damage. The fact that the runway is closed is no longer notammed because for longer term items like this, the notice goes in the SUPS. The what? The SUPS, the supplement section at the front of the AIP Volume 4. Some interesting stuff in there. Of course if you don't subscribe to the updating service you will never know.

Editor's note If this is accurate, it shows our club in a bad light. However, (people in glass houses, etc:) the reference to 'Thikos' is a little misplaced as the writer seemed incapable of spelling 'Microlight' correctly throughout the newsletter. I'll contact him, remind him of the correct spelling of the word 'Microlight,' ask for further details of the incident and print his response in a future edition.

**And one more.** I've heard anecdotal evidence that one of our members, flying the Sky Arrow recently strayed into Palmerston North's airspace. PN apparently reported the incident and it was dealt with at local level. Things like this *can* occur, but we should all take the utmost care to abide by Good Airmanship rules for the sake of safety and the reputation of our organisation. Editor

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### What are they talking about?

Topics discussed at the last committee meeting

- Bert Cheyne offered to donate aviation books to the club.
  - Frank Vanderhulst will arrange a pot luck dinner for members.
  - A mid Winter social to be arranged.
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### Bert's Library.

Bert Cheyne has resigned his membership of the club because he's no longer able to make the trip from his home in PN. It's not surprising as he's reached the impressive age of 96! Bert has kindly donated his impressive library of aviation related books to the club which are now available in the club room. We appreciate Bert's kind gesture and will arrange to give him a lift from his home to the club occasionally.

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### Events Calendar

Club Barbecue,

**Tail Dragger Day.** Bridge Pa Airfield on 11<sup>th</sup> September

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### 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, Stewart Picken, 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 appreciate 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.