

Manawatu Microlight Club Newsletter for June 2010

www.manawatumicrolightclub.org.nz/

Editor: Barry Nolan Ph: 326 8907 Email: tql@inspire.net.nz

Hi folks, Although the AGM wasn't well attended, there were enough people to form the committee for the coming year. Once again, fortunately for us, Ed agreed to take the role of President as there wasn't exactly a queue of candidates for the position. I've listed the new committee later in this newsletter.

Yes, they *are* doing something!

One of our members was passing the hangar recently when he heard the sound of hammering from within. He discovered Bill & Shorty beavering away on the dashboard of the Hanuman and captured this image to prove that progress is being made.



Why not buy a Woopy-Fly? It's an Inflatable Wing Aircraft

The Woopy-Fly, a sort of paraglider/trike/ultralight hybrid shown on the world stage at Aero Friedrichshafen this April, 2010, in Germany, has a wing that folds for storage like a paraglider -- because it's inflatable. An evolution of the Woopy Jump, an inflatable wing used by Woopy enthusiasts to give them a more convenient hang gliding-type experience while skiing, the [Woopy-Fly](#) adds a weight shift trike with motor to the modest wing



structure. The wing, while inflatable, does have a single aluminum and carbon fibre spar that helps provide structure, but the wing itself achieves most of its structure through inflation. Initially pumped (over the course of about 12 minutes) to semi-rigidity by a battery-powered fan, two small rigid air scoops on the wing's higher-pressure underside maintain the wing's shape in flight. According to enthusiasts, those scoops

provide enough pressure to maintain the wing's structure even if the material suffers a small puncture. Fully inflated, the wing spans 31 feet and weighs 35 pounds. The manufacturers, which go by the same name -- Woopy-Fly -- claim that when broken down, the vehicle is transportable in a normal automobile and launchable from your local cow pasture.

Currently, it appears the wing itself is only available from distributors in Switzerland, Russia, and Japan. Those wishing to buy the trike plus wing can expect a complete kit cost to run about 13,780 Swiss Francs, which currently is about \$12,400, plus the legal disclaimer that releases the manufacturer of liability. However, the company does say the vehicle is capable of being adapted to different motors dependent on the operator's intent. It is easily prepared for flight by one person in less than 15 minutes. The wing itself seems to trace its marketing origins to Swiss inventor Larent de Kalbermatten, who began experimenting with the designs back in 1995.

True or False?

- Scientific theory: the rings of Saturn are composed entirely of lost airline baggage.
- An old pilot is one who can remember when flying was dangerous and sex was safe.
- Both optimists and pessimists contribute to the society. The optimist invented the aeroplane, the pessimist the parachute.
- Airlines have really changed, now a flight attendant can get a pilot pregnant.
- If helicopters are so safe, how come there are no vintage/classic helicopter fly-ins?
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Real planes use only a single stick to fly. This is why bulldozers & helicopters in that order need two.'

History Lesson. If anybody's interested in the early microlight models, have a look at the following web site. <http://www.virtualultralightmuseum.com/>

Congratulations. To Leo Cooney who recently passed all his exams. Well done, Leo!

Be careful up there! More sad tales from the Microlight Accidents file.

Aircraft: American Aerolights Falcon Injuries: 1 fatal.

After take off the pilot initiated a steep nose - up left climbing turn to approximately 300 ft agl where the aircraft stalled. It entered a spin and descended in a nose down attitude until impact with the ground. The aircraft was destroyed and the student pilot fatally injured.

Aircraft: Denney Kitfox,
Injuries: 1 uninjured.

The pilot stated that he was flying in the homebuilt aircraft area at the "sun and fun fly in" when the engine quit. an attempt was made to land in a field, which he couldn't make, and came to rest in some scrub trees. The pilot also stated that he had been having problems with the fuel mixture since he had been in Florida and that was the

reason the engine quit.

Aircraft: Franklin Drifter Injuries: 2 fatal.

The owner reported the pilot flew the aircraft at a company picnic without authorization. Company personnel saw the experimental, amateur built aircraft, take off from the company strip, then manoeuvre for a low pass over the area at about 150 to 200 ft agl. Some estimated the pass was made with a speed in excess of 100 mph. The never exceed (vne) speed for the aircraft was 95 mph. As the aircraft approached the area of the picnic, witnesses heard a buzzing or fluttering sound. As it continued overhead, witnesses noted the left aileron had become detached from the outboard end & had folded aft. Subsequently, the right aileron failed in a similar manner. The aircraft entered a climb & some witnesses noted a power reduction as if the pilot was trying to slow it. However, it rolled & entered a descent which was described as a stall/spin condition. Reportedly, the pilot was aware of the aircraft's tendency to encounter aileron buzz or flutter when accelerated above 100 mph.

What are they talking about?

Topics discussed at the last committee meeting

- The Hanuman build programme is progressing slowly.
 - The Xair was delivered to it's new, West Coast owners a few weeks ago.
 - The Drifter propellor is unsuitable and will be chaged.
 - Regular social events (Pot Luck dinners) to be organised at members' houses. More details later.
 - Flights for Rex and his friends will be organised on the next suitable flying day.
 - Membership role has declined as 29 people haven't renewed their subs.
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Goodbye to the Xair!

On the 31.5.10 I was given the privilege of flying the clubs Xair to Omaka at Blenheim so the new owner could fly the Xair to Westport. Prior to this the Xair was given lots of TLC with a clean, new parts, full service, a new permit and the doors fitted. Monday was chosen because of the clear blue skies, light winds. So at 800 hours, with a tank full and 20L as my petrol passenger we took off and headed south, with JBR flying SKO and Stan Hyde and Bill Steel in ZOT as my escort to make sure I didn't get lost.

A light SE breeze and a little carb icing just enough to keep my attention focused during a very pleasant flight south.

With JBR making radio calls and navigating our way to Boonrock Station. This is a privately owned Ag strip 900ft asl in the Makara Hills west of Wellington. We landed uphill on tar seal, this is part of a test race track used by Mercedes-Benz. After topping up my fuel tank, the farm owner shouted us to a great coffee at his nearby lodge. You can see this was a really tough day at work!!

Take-off downhill and out over the ocean cliffs and SW to Omaka. Rumor has it Stan tried drifting around the track prior to taking off!! A very smooth crossing and easy overhead join at Omaka where we met the proud owner Noel, after a modest 2.5 hours flying time. After much talking, Xair was refueled, new pilot briefed, they took off and headed west to Westport. I was sad to see it go. As luck would have it, Peter and Pam Kernohan on holiday in Blenheim, brought us lunch. A huge thank - you to them. With time to spare we enjoyed a great tour of the WW1 museum at Omaka. This is a must see. John offered and I quickly accepted the front seat in SKO. We headed home in

perfect weather and 1.6 hrs flying. A big thanks to Stan for correcting my navigational mistakes, John for answering my endless questions and all the other members who helped make it happen.

A great day out.

Colin MacMillan

Events Calendar

<u>Club Barbecue,</u>	Next Sunday 20 th June
<u>Dannevirke Dawn Raid</u>	Sunday 20th June

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 Pete Donald
- CFI B Penman
- Club Safety Officer Phil Budding
- Fuel Officer Bill Steel
- Master of Parties Colin Mc Millan

Committee:

Peter Donald, Pete Kernohan, Peter Gene, Stewart Picken, 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: Aircraft 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 flightMUST** 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.