

Manawatu Microlight Club Newsletter for March 2011

www.manawatumicrolightclub.org.nz/

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Hi folks,

Although our membership roll is about 52, the number of people who take an *active part* in flying and other club activities is considerably less. This is rather concerning as we recently commissioned the Hanuman and need to increase our income substantially to service the loan and make provision for future capital expenditure.

The committee is currently considering ways to achieve this happy outcome and, among other measures, recently decided to hold club days on Saturday as well as Sunday. We've also started advertising in The Guardian, 'What's On?' column in an attempt to raise our profile.

Barry

Housekeeping

And - whilst on the subject of attracting new members, spare a thought for the image we present to visitors to the club house. At times, the standard of housekeeping leaves a lot to be desired, so this is an appeal to all members to keep the place clean and tidy. If we present a scruffy, unkempt image to visitors, it will subvert the message of professionalism we try to portray.

Electric Aircraft.

A company based in the USA (Bye Energy) appears to be well on the way to developing an electrically powered aircraft. The following is their mission statement.

The mission of Bye Energy is to commercialize alternative energy technologies by linking the most promising of these to the GA sector. To accomplish these objectives, we are combining Bye Energy technical, engineering and market development expertise with the technological capabilities of selected industrial and strategic partners. *The Company is developing electric and electric hybrid propulsion systems as an alternative to the internal combustion engine that currently powers single engine propeller aircraft.* We believe that continued technology advancements and production price reductions in lithium-ion batteries, electric motors and lightweight aircraft design render this application practical and achievable.

Open the following link to see more information about the project.

<http://www.byeenergy.com/pages/green-flight-main.html>

Take Care Up There.

It's always difficult to find material for this newsletter so the 'Take Care....' column was my answer to the perennial problem. I was confident that I would always be able to source the material and assumed that readers would be interested in the case histories I published. However, a couple of members recently voiced concerns about the column as they felt it could be a real turn - off for potential members or those who may read

the newsletter on our web site. It could also potentially raise doubts as to the safety of our sport in the minds of wives and partners of members. I must say that the thought never occurred to me, but I wholeheartedly agree that it's unlikely to act as an attractant so I've discontinued the column. Alas, this means that it will be even more difficult to source interesting material for publication.

I've been the newsletter editor for a number of years and although I'm happy to continue to produce the magazine I'd be pleased to hand over the mantle to anybody who feels they'd like to give it a go.

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

- Concerns over club finances were discussed
- 14 suggestions for increasing club revenue were listed.
- Fuel price increases were concerning.
- New set of Engine Mounts for Sky Arrow received and will be fitted.
- Attendance at RAANZ fly in discussed

RAANZ fMasterton Fly - In 2011. Thanks to Bil Penman for this account of the weekend

It was a bit of a rush leading up to the preparation for the Masterton fly-in. The drifter was without a prop as it had been damaged and been sent away to be repaired. Fortunately it arrived back a week before so Frank was relieved, or so he thought. More panic, as the annual inspection of the Skyarrow revealed damaged engine mounts. Luckily the outfit that imported the mounts for the Hanuman, which were the same, was wise enough to hold another set. On the Thursday prior these were fitted by Stan and I. Then Ian Boag was given some dual immediately afterward for currency as he wanted to take it away. His Jabiru is out of action at the moment. Well, Friday afternoon came and the plan was for Frank and Grant White to brave the elements in the drifter. Wrong!! The throttle cable decided it was time to pack a bit of a sad. So, frantic ring around to activate plan B. Frank to go with Ian in the Skyarrow. Me to take Grant in the Avid. Ed to take excess luggage in the Hanuman. Stan and Bill S. to go in the 601. Mark in his Sonerai. Pete K. was to meet us there in his Pelican. Neil in the RV10 would travel on the Sat with half his clan. We all got away about 5ish that evening. There was about a 20kt westerly when we left FI so it was a little bit rock and roll east of the ranges on the way but nothing untoward. We arrived into a great MS evening with very little wind.



After putting our mounts to rest, then registering, it was time for an ale or two. A great BBQ was enjoyed and the rest of the evening was spent catching up with lots of other adventurous aviators. Was great to see 3 trikes that had flown up from CH with a large contingent of aircraft.



A Damper was put on that evening when we heard about the Japanese disaster and saw the unravelling devastation.

The next morning we awoke to a decidedly overcast day, a 5kt wind and a touch chilly. Fortunately most of us had stayed in proper accommodation this year and not in the ritual tents (Must be getting a bit old.) Still with Tsunamis' on our minds we had a sumptuous breakfast then attended briefings for the day's activities. The Skyarrow was used by 4 of us for bombing and 3 for spot landing. The Hanuman by 2 for the spot landing. More about the outcomes later.

Ed and I decided to share the Arrow for the bombing with me in the front.

Well!! It took a bit longer to get in the air than originally anticipated. We experienced something that certainly got our adrenalin glands activated toot sweet. As we were taxiing down to the holding position for Rwy 24, about 20 meters from the edge of the main runway, to pick up our bombs, we saw a trike takeoff on the seal. The next moment we saw the right wing dip down. I made the comment to Ed "he has dropped a wing, he should pick it up shortly". That was not to be.

It rapidly became patently obvious that this trike was soon to bite the dust and we were about to be its target. Bloody Hell ! I pushed the throttle wide open - apparently Ed was half a second behind with the same thought. As we shot forward we witnessed a sickening sight as the trike slipped sideways onto the grass edge immediately adjacent to where we had been a split second before, landed hard on and bent the nose wheel, did a 180 then skipped onto its side wrecking the left undercarriage before coming to rest sort of upright and with no damage to the wing. I switched off the Skyarrow and we both leapt out not sure what to expect of the occupants. With great relief both climbed out unscathed although very shaken.

The reasons why and what happened will come out eventually. It could have been worse if we had mixed it with them. Lotto time was the thought later on.



Ed and I completed the bombing whilst most others went on a bit of a tiki tour down south to Martinborough as the weather had cleared somewhat.

My highlight of the weekend was next when Ken McKee allowed me to fly the new Tecnam P2008. He had it for the weekend for demonstration purposes as Giovanni was not available to do so- lucky bugger.

It was kitted out with dual glass panels, has a huge ergonomic cockpit, seating that was really easy for this old chap to get in and out of, plenty of baggage room, beautifully moulded panels and a reliable 912 up front.

It is a beauty to behold and flies and handles as well as it looks. I want one. Another Lotto dream unfortunately.



One old mate, Peter Singleton, the editor of the CAA Vector magazine, former Foxton club member and owner of a Jodel and Quicksilver had his arm twisted and I took him for a fly in the Avid for old times' sake. He is supposed to be a bit of a dab hand photographer and he used my wee camera for a few shots. Now, I am not sure whether he was nervous or not but he took a great shot of the rudder pedals whilst over Martinborough.



As most are aware, Masterton is home to a host of World War 1 classics. They flew most of the day practising for an airshow on the 26th Mar. There was some concern that they may cause some difficulties with our activities on the field as they were operating without radios. This proved to be unfounded and we all worked in well together in a most profession manner.



It was an absolute delight to see them flying and the afternoon was completed with an awesome world class flying display by about 5 of them with low level tail chase type antics. We felt quite privileged and only in good old NZ could it be possible.



That evening a fantastic meal had been prepared and presented in the Aeroclub hanger for all. The ham was some of the best I have tasted and the Pavlovas were monstrously delicious. The Masteron club really excelled themselves.

The guest speaker, an entertaining American, now a local club member, spoke about his background managing various USA airfields, and how his passion for aviating and ballooning was incorporated into how his family was raised. He has assisted CAA in writing the rules/licencing for ballooning in NZ. His son Zealand, (his second son is named Scotland) flies Helicopters in the USAF but not before having soloed in balloons and GA aircraft at the minimum age on his birthday. An envious family upbringing and nice to have him residing in NZ.

The evening was completed with the prize giving. As is becoming usual at these annual events the Manawatu club members shone. Bill Steel came second in the bombing, I came third in the spot landing - although I should have done better because I had the most practise as I had 3 goes utilising the Avid, Hanuman and Skyarrow - and Stan won the best presented aircraft.

Didn't we do well?

Sunday -clear overhead with a low overcast from about 10 nths of MS through to the Gorge and a light NE. What a great weekend. We all said our good byes and set heading for home via various points.

The Wairarapa and Ruahine Aero club with Phil Patterson at the helm did magnificently in hosting another successful Nationals and we all look forward to the next.

Bill Penman

Preflights

A gentle reminder from Bill.

Carrying out a pre-flight inspection of an aircraft is a critical action before you go flying. It must be methodical and routine without distraction. If there is something you may have missed due to having not completed it properly it may result in something that is going to have you overly anxious, extremely quickly. You cannot just pull over to the side

of the road if something goes wrong and then wish that you had practised your emergency actions and forced landing procedures more regularly.

I see many pilots walk up to an aircraft and start walking around the aircraft looking at various flying surfaces, fuel etc and then get to the prop. I shudder sometimes at what could happen if there was an ignition system live. **START** in the cockpit.

For those that fly varying types, remember that there can be quite marked differences between aircraft. That is why you have to have type ratings. A great example is the differences between a tractor and pusher prop configuration. With a pusher prop anything that can fall off that is forward of the prop may very well try to go through the prop with very unsavoury results. Remember to check the exhaust springs and ensure that they are safety wired. That includes the ones that are not easy to see. With open cockpit types like the Drifter check the seat belts in the back are secured appropriately if you do not have a passenger. Brief the passenger about loose articles, cameras etc. Think - don't cut corners and take care

Bill Penman

Events Calendar

The Vintage Aviator Air Show Hood Aerodrome, Masterton, Saturday 26 March 3 - 7pm

Who's Who of the Manawatu Microlight Club

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|-----------------------|-----------------|
| • 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 |

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.