

Manawatu Microlight Club Newsletter for May 2011

www.manawatumicrolightclub.org.nz/

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Hi folks,

Our Annual General Meeting is scheduled for this month (see details in Events Calendar)
We'll also hold our MMC Dawn Raid on 29th May so we hope to see you at both events.

I'm not alone! After reading my 'confession' about becoming scared when flying the Drifter, Mike Harding sent the following email.

I read with interest your article on your flight in the Drifter. I had a similar experience when the Manawatu Club Had a fly-in to Stratford.

I took a young lady for a flight with the intention of flying part way around Mt Egmont. I climbed intending to go to about 300ft. Half way to the mountain, I had the same sort of feelings you describe. I had to turn back to the airfield. I remember I had great difficulty keeping control of the Drifter, all I wanted to do was to be on the ground. At the time I had 326 hours in Microlights and 600 or so in Certified aircraft.

So much for history....

I now belong to Waimate Aero Club. We have spent the last two years building a RANS S6-s. I thought I should get a rating and do some more flying. I went with an Instructor for my first flight. The Instructor suggested we climb to 3000ft to do some basic handling. The weather was fine though very blustery. At about 2,500ft I got the panics. I was unable to control the aircraft to any degree and asked the Instructor to take me down. Once at about 500 ft I felt a lot better, but I was still pleased to have grass under my feet. I have not been tempted to fly the Rans since.

You may remember I used to own the Mustang Microlight.... I have just bought it back, this is the third time I have owned it. I am doing it up and intend to fly it locally but not above 500ft.

A bit about bolts

Screws and bolts hold things together against forces that try to separate them. Tension pulls on the bolt; shear forces try to bend it or cut it off. Threaded fasteners are engineered to precisely resist these forces. In this article, we'll concentrate on bolts, threaded fasteners that maintain a constant diameter through their uniformly threaded portions (unlike some screws that may grow in diameter from point to head), and accessory hardware that goes on and around bolts (like washers, nuts, and safety wire).

Bolts operate in tension or in shear, *but rarely both*. Generally, a bolt is stronger in shear, and it is stronger yet in a double-shear situation, where it is supported in two places with a center load. (The ultimate example of a fastener in shear is a pin.) Bolts that are used in shear applications should fit snugly in their holes ; in tension, you'll often see a reduced-diameter shank - tension bolts don't like to rub !

Bolts are graded, with higher grades being stronger, but the tensile strength (measured in pounds per square inch, a measure of the tension the bolt will carry) should not be the only consideration in aircraft use. Brittleness (or its opposite, malleability) is important, as well. SAE (Society of Automotive Engineers) Grade 8 bolts, for instance,

have 150,000 psi tensile strength (as opposed to aircraft hardware's typical 125,000 psi), but a Grade 8 bolt won't bend very far before it snaps. *In overstress situations, as happen in aircraft, it may be more important to have a bolt partially fail (stretch or bend a little) than simply hold on a tiny bit longer - and then let go suddenly !* In fact, some critical fasteners are most predictable when tensioned just barely into that partial failure, or yield, mode. *(This is another good reason to always replace bolts that are specified to be replaced!)*

Musings from our CFI Bill Penman

Early last month new arrival and departure procedures were introduced at Feilding by way of new charts.

These charts and associated procedures have been scrutinised by a number of adjacent operators and local users and felt that they were quite confusing, had some conflicting information and incorrectly drawn arrows.

Subsequently a meeting was convened by senior local operatives to address and review the procedures. It was recognised that the North Arrival and Departures procedures, where the original areas of concern lay, and should remain, as per the new charts. The references on how to arr/dep from the other areas were thought to be not necessary and that normal aviation practises should apply. These are to be removed

One big area of concern was the close proximity to the Feilding circuit that the Bunnythorpe arrival and departure procedures for Palmerston North allowed.

It was proposed that Airways at PM replace the Bunnythorpe procedure with one that went well east of Bunnythorpe and suggested a Hiwinui procedure would be more appropriate. This was accepted by Airways and will action. It was also proposed that Hiwinu be marked as visual Reporting point.

In the meantime it is suggested that all continue to comply with the Northerly arr/dep procedures at FI and use common sense for other area until new charts are introduced, and to be extra vigilant when operating around Bunnythorpe.

Easter Saturday

The club hosted a large number of scouts that were on their annual camp at Feilding and took them for a microlight experience. All three aircraft were utilised to get 33 punters through, starting at 0830 and finishing at 1300.

A total of 9.7 hours were flown for which our bank balance is well delighted. Thanks to those that came out and assisted the instructors - it really was an all-in club effort which is great to see.

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

- MDAC still not in a position to make a formal approach regarding sharing our Taonui site.
- Pilots need to take care during Duck Shooting season.
- New arrival / departure arrangements at Feilding will be modified. (See Bill's article)
- The Scout Flying Day at Easter was very successful for the club.
- New members, Deirdre Sutton and Tim Johnson accepted and welcomed.

- Discussion about whether to continue advertising in local press.
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The tale of the Arab flight crew.

Friday, 16 May 2008

The brand spanking new Airbus 340-600 which is the largest passenger airplane ever built, sat in its hangar in Toulouse, France without a single hour of airtime. Enter the Arab flight crew of Abu Dhabi Aircraft Technologies (ADAT) to conduct pre-delivery tests on the ground, such as engine runups, prior to delivery to Etihad Airways in Abu Dhabi.



The crew taxied the A340-600 to the run-up area. Then they took all four engines to takeoff power with a virtually empty aircraft. Not having read the run-up manuals, they had no clue just how light an empty A340-600 really is.

The takeoff warning horn was blaring away in the cockpit because the computers thought they were trying to takeoff but it had not been configured properly (flaps/slats, etc.) Then, one of the ADAT crew decided to pull the circuit breaker on the Ground Proximity Sensor to silence the alarm. This fools the aircraft into thinking it is airborne. The computers automatically released all the brakes and set the aircraft rocketing forward. The ADAT crew had no idea that this is a safety feature prevents pilots from landing with the brakes on..

Not one member of the seven-man Arab crew was smart enough to throttle back the engines from their max power setting, so the \$200 million brand-new aircraft crashed into a blast barrier, totalling it.

The extent of injuries to the crew is unknown, because there has been a news blackout in the major French media and elsewhere. Finally, the photos are starting to leak out. Airbus \$200 million aircraft meets retaining wall - the wall wins!

Why not serve on the committee?

It's always hard to get people to serve on the committee, and particularly difficult to attract people to take on a club official's role. As I mentioned last month, a place on the committee normally doesn't involve spending a lot of personal time on club business. I've printed an overview of club officers' duties to help would-be volunteers understand what's involved in the jobs.

What does the Club President do?

The President suggests the general direction he or she would like the club to follow for the next year. He has an overview of all the club officials' roles and helps the committee members and Flying Instructors whenever necessary. He / she liaises with other organisations as the need arises.

What does the Club Captain do?

The Club Captain is responsible for the social activities of the club. He or she is expected to promote the club through fostering and arranging social activities. The duties are as follows.

Weekly.

Keep an eye on the Tea, Coffee and Dishwash Liquid stocks and purchase when necessary.

Make sure the club house is kept in a clean and tidy condition. *It's not expected that he or she perform all cleaning activities as other members should be co-opted to help with this work.*

Monthly

Check the 'Social Cashbox' in the fridge and put the surplus cash (leaving an appropriate float) in the Flying Cashbox. Make sure the envelope is labelled, "Social Takings."

Attend the monthly committee meetings and report on social activities.

Make sure there's enough food for the monthly Barbecue and ensure there's enough gas in the BBQ gas cylinder. Take charge of the cooking of the food or arrange for somebody to act as cook.

As Required

Plan Social and Flying Events in conjunction with the committee.

Present members' suggestions for social activities to the committee.

Act as host to visitors to the club.

Attend to all other club social activities.

What does the Club Treasurer do?

The Treasurer is responsible for the finances of the club. This is a very important position which requires accuracy and a commitment to maintaining the club's financial records. The duties are as follows.

Weekly.

- Empty the cash box in the club room (*If there has been flying activity at the weekend*) and reconcile the money received with the flying records.
- Email the Club Secretary with details of any membership forms which have been placed in the cash box.
- Keep a record of the amount and source of weekly income.
- Bank all cash received during the week.

Monthly.

- Send emails to any members who are in arrears with their payments.
- Prepare a statement for presentation to the monthly committee meeting. This should show: Income, outgoings, and outstanding debts for the preceding month. It should also show the current bank balance.
- Attend the monthly committee meeting. *If unable to attend, send the monthly financial report to the Club President.*
- Present any Membership Application forms received during the month to the meeting.
- Write cheques for payment of invoices received during the month and have these countersigned by the Club President. Keep an accurate record of all cheques issued.

Annually.

- Prepare a Statement of Account showing details of all income, expenditure and liabilities for the club for the period to 31st March for the year preceding the AGM. The balance sheet should clearly show the source of all monies received and

spent.

- Arrange for the Statement of Account to be audited by the club's auditor.
- Present the Statement of Account to the AGM.

As Required.

- Prepare financial statements if requested by the committee.

What does The Safety Officer do?

The Safety Officer is responsible for all matters relating to the airworthiness of the aircraft owned by the club.

Weekly.

- Ensure that all reported defects are investigated by a detailed check of the aircraft concerned.
- Arrange for suitable personnel to undertake any remedial work required.

Monthly.

- Attend the committee meeting and report on any work performed on the club aircraft. Inform committee about planned maintenance or other issues affecting club aircraft.

Annually

- Carry out an Annual Inspection of each aircraft owned by the club.
- Arrange for any remedial work resulting from the Annual Inspection to be carried out by a competent person.

As Required.

- Ensure that any Airworthiness Directives issued for any of the club's aircraft are complied with.
- Complete any documentation associated with Airworthiness Directives.

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Events Calendar

15 th May	Manawatu Microlight Club's Annual General Meeting - 1.00 pm.
15 th May	Manawatu Microlight Club barbecue @ 12.00
15 th May	Waipukurau Dawn Raid
May 29 th	Manawatu Microlight Dawn Raid

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, 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 Account 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 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.