

## Gene

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**From:** "Barry Nolan" <tql@inspire.net.nz>  
**To:** "Alf Crowe" <alf.crowe@inspire.net.nz>  
**Sent:** Thursday, 17 September 2009 2:30 p.m.  
**Subject:** September Newsletter

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### **Manawatu Microlight Club Newsletter for September 2009**

Editor: Barry Nolan Ph: 326 8907 Email: [tql@inspire.net.nz](mailto:tql@inspire.net.nz)

Hi folks,

Thus far, a deafening silence from my appeal for members to let me have their 'most scary flying experience' stories, so in future I'll be asking people when I meet them at the club.

Once again, the Airfield Users' Meeting was well attended and I've reported on some of the topics discussed, later in the newsletter.

Barry

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#### **Grant Goes Solo**

Grant White recently completed his First Solo. To celebrate his achievement, Grant will pay for the food consumed at this Sunday's barbecue and put on some beers for those stalwarts who stay at Taonui until the end of flying (about 4.00pm) Congratulations and many thanks, Grant.

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#### **And congratulations to him!**

Robert Laskey was awarded the Rex Thompson trophy for having the best maintained aircraft in the club. Congratulations Robert.

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#### **Money Issues**

From the desk of the keeper of the Privy Purse (The Treasurer, Roger Dixon) Anyone wanting to pay for any flying by internet banking please do the following:

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** 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.

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### Frank Drifts to Hastings.



Frank Vanderhurst was evidently inspired by a recently published item in this newsletter about an 'across America' flight in a Drifter undertaken by an American pilot. Last Sunday, he flew to Hastings and back in the club Drifter. Neil Colliver also made his way there and, being used to the high speed capabilities of his own aircraft, became concerned when Frank didn't appear within one and a half hours of taking off. He called

the club to report his worries but Bill reassured him that Drifters take a little time to get to places. Frank eventually arrived, unscathed but wind blown. I witnessed the latter part of his return flight from my garden as he inched his way toward Taonui in the face of a stiff Westerly wind. Well done, Frank!

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### The Airfield Users' Meeting.

Just a broad overview of the topics discussed at the meeting.

Hangar users are asked to maintain water hoses and taps to prevent loss of water. Current water bills are expensive!"

The importance of maintaining good radio communication, especially when in the circuit or close to the field. Members may be unaware that one of the airfield users practices aerobatics on the southern boundary of the airfield. I can be disconcerting to say the least if he suddenly appears 'from out of nowhere.' The person involved was urged to regularly communicate his intentions when he's practising.

It's likely that Gyrocopter activity will resume shortly. The aircraft will operate at 500 AGL in the circuit.

All airfield users were asked to pay attention to housekeeping around the various building & Hangars.

Members were reminded that the circuit height for Gliders is 800ft. It was also pointed out that these aircraft are unable to 'go around' so need to be given priority in a busy circuit.

Flight Training Pilots were asked to perform their pre-take off checks on the hangar aprons rather than at the holding point so as to avoid holding up other aircraft.

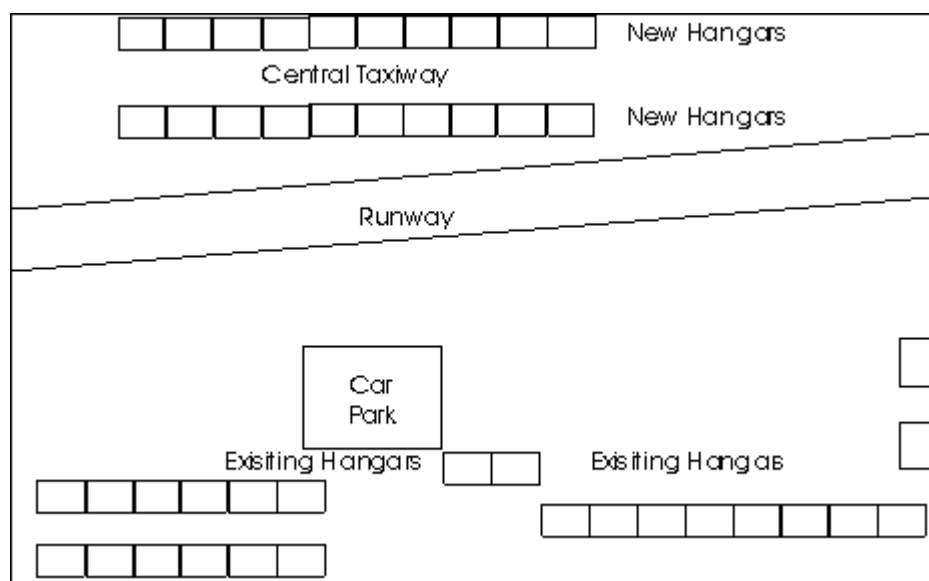
Flight Training Manawatu currently operate 7 trainer aircraft from the field.

Remember that the Oroua Transit Lane minimum height is 1000 feet.

Ashhurst village lies in controlled airspace so it is important to transit to the North of the township.

An Open Day is being planned for March 2010. Details will follow as arrangements are finalised.

The paddocks on the Northern boundary of the field are to be developed to accommodate more hangars. The sketch gives a broad idea of the arrangements.



## Be careful up there.

More sad tales from the microlight accident file.

### Aircraft: Amer. Aerolight Eagle

Registration: none

Injuries: 1 serious.

The pilot reported that after exchanging the canard elevator & readjusting the spoiler control teleflex

cable rod end at the spoiler bell crank, he took off on a test flight. After about 5 min of flight, the right spoiler failed to retract after it was used during a right turn. The pilot tried to maintain control by applying left rudder. He said that he could stop the turn with left rudder applied, but this control input resulted in the nose of the vehicle pitching up. When he reduced the rudder, the vehicle would re-enter the right turn & the nose would drop, placing the vehicle in a spiral. Subsequently, he crash-landed on a golf course. An examination revealed an overload failure of the threads of the Teleflex cable bell crank. The reason for the overload was not verified.

**Aircraft: Eipper Quicksilver MXL,**

Registration: none

injuries: 1 serious.

The pilot made several touch and go landings in his newly acquired microlight vehicle. On a subsequent flight at about 75 ft agl, the outboard portion of the left wing folded upward about 90 degrees. The vehicle started to roll inverted and the pilot used full rudder and power, which stopped the roll, but the vehicle still turned left and descended. The pilot cut the power at 15 ft agl. The vehicle hit left wing low, nose low and bounced about 30 ft before stopping. The wing failure was determined to be from overload by an NTSB metallurgist. There were rub marks on the left wing tip of an undetermined nature.

**Want to be a pilot in China?** Read on!

Candidates are not qualified to apply if any of the following applies:

The male candidate less than 170 cm tall, or taller than 187 cm;

The body weight is less than 50 kg;

Abnormality or disease of bone or arthrosis;

Obvious O shape or X shape legs;

Uncured dermatosis after long time treatment, such as scald head, eczema, psoriasis, chronic hives etc;

Chronic intestines and stomach diseases;

Hepatitis or intumescence of liver and spleen, HbsAg positive;

Nephritis or hematuria, albuminuria;

Family history of psychosis, history of falling sickness;

Obvious asymmetry of facial features;

Motion sickness, water sickness;

Impediment;

Ear purulence occurred, poor hearing, frequent drumming in the ears;

Eyesight is less than 0.7 ( C chart);

Tuberculosis;

Severe trachoma or trichiasis;

Any imprisoned, controlled or participation of evil religion organization family members among lineal kinfolks (within 3 generations).

*X shaped legs???* Presumably a measure to avoid instances of flying with the controls crossed!

**No scary bits!**

I've yet to receive any material for the proposed, Scary Flights column which I'd like to feature in this newsletter. 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.

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### What are they talking about?

Nothing to report this month.

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### Events Calendar

**Club Barbecue,** Next Sunday (September 20th)  
**Taupo Dawn Raid** Due to the weather the Taupo Aero Club Dawn raid will now be held on **Saturday 19 September.**

As a result of the earlier daylight the airfield will be defended from 6:45am to 7:45am so if you wish to participate in the bombing etc, time your departure to arrive during this period.

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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:

We can supply Hangers of any size. All buildings can be customized to the clients requirements. For further information, please give us a call.

### Wide Span Sheds

Email [murray.hintz@sheds.co.nz](mailto:murray.hintz@sheds.co.nz)

Web [www.sheds.co.nz](http://www.sheds.co.nz)

Mobile 021 620 326

Phone (07) 847 3679

Fax (07) 846 0941

Postal P.O.Box 15702

Dindale

Hamilton 3243

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### 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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**Robert Laskey won the Rex Thompson Trophy**