

Gene

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Subject: MMC Newsletter for May 2010

Manawatu Microlight Club Newsletter for May 2010

www.manawatumicrolightclub.org.nz/

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

Hi folks,

Yet another year's gone by and we'll be having our Annual General Meeting on Sunday. It's always difficult to get people to serve on the committee but unless we have a functioning group of volunteers to run the club, it won't prosper. Our committee meets each month to discuss business and determine the best way to run the club. If anybody would like to 'give something back' to our organisation, please consider standing for a place on the committee.

The Scout Attack.

Every year, we provide flying experience to the Aviation Scouting Group (not sure if this is their correct title) by offering them trial flights at a discounted rate. The scouts are young (teenage) people from all over the country who attend an annual camp in Feilding. We hosted the group last month on a windy Saturday morning but this didn't deter the youngsters as 29 of them opted for a microlight flight. It was a busy morning and quite a challenge to organise the flying order and get the would be passengers in and out of the aircraft. One fourteen year old lad was a giant and had serious difficulty fitting into the passenger seat of the Xair. his struggle to enter the cockpit was trumped by the difficulty in extracting high. He told me later that he had to get his shoes specially made as they were size 14 and a half. Apparently, shoe manufacturers don't cater for anybody with a foot larger than size 14. I'm convinced he was an impostor and much older than his stated age! Despite the preferential rate offered to the group, we made about \$900 on the

day. Not bad!

Sixteen reasons why airplanes are easier to live with than women:

- 1) Airplanes usually kill you quickly - a woman takes her time.
 - 2) Airplanes can be turned on by the flip of a switch.
 - 3) Airplanes don't get mad if you do a "touch and go."
 - 4) Airplanes don't object to a pre-flight inspection.
 - 5) Airplanes come with manuals to explain their operation.
 - 6) Airplanes have strict weight and balance limitations.
 - 7) Airplanes can be flown any time of the month.
 - 8) Airplanes don't come with in-laws.
 - 9) Airplanes don't care about how many other airplanes you've flown before.
 - 10) Airplanes and pilots both arrive at the same time.
 - 11) Airplanes don't mind if you look at other airplanes.
 - 12) Airplanes don't mind if you buy airplane magazines.
 - 13) Airplanes expect to be tied down.
 - 14) Airplanes don't comment on your piloting skills.
 - 15) Airplanes don't whine unless something is really wrong.
 - 16) However, when airplanes go quiet, just like women, it's usually not good !!!!!!!!!!!!!!!
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Pete's Odyssey

When Stan offered me a flight to Dannevirke last Sunday I immediately accepted, even though this meant I could be 'late home.' As usual, Bill Steel had already secured a ride (with Pioneer Pete, this time) and Mark decided to accompany the group in his beautiful, fast, (Sonerai?) aircraft. Perhaps 'accompany' is the wrong word as Mark took off last, but arrived at Dannevirke first, despite treating us to an aerobatics display just East of Ashhurst.

We were plied with coffee and aviation talk by the Dannevirke people before heading back to Feilding. Pete said he was bored with Bill's conversation, so he suggested I should occupy the passenger seat in his Pioneer whilst Bill flew back with Stan. We duly prepared for take off in his Pioneer, but during his Mag Check, there was a disturbing misfire on one of the circuits. Despite trying several settings, the engine simply wouldn't run smoothly so back to the club for a detailed inspection.

We couldn't have chosen better qualified flying companions as Stan and Mark gave the engine a once over and determined that the most likely cause was faulty spark plugs. Out came the mobile phone and a call to the cavalry (in the form Peter Gene) resulted in his arriving at Dannevirke, complete with a set of new plugs within 30 minutes. New plugs in and the engine ran smoothly once again. However, during their initial inspection, Stan & Mark noted play in the crankshaft when the propeller boss was grasped and lifted vertically. Soon, a crowd formed and there was a queue of people all eager to feel the play in the prop shaft and look knowingly at each other as they did so. However, it was generally thought that the problem wouldn't prevent Pete from flying home, but I must confess to being decidedly nervous at the prospect, so was delighted when Pete Gene offered me a lift in his Jodel. But it got even better because after take off, he suggested that I take the

controls. Great! After a few manoeuvres I suggested the aircraft handled very positively, like a Bantam and noticed Pete's lip curl at my observation. However, it was my statement that despite being quite ugly it was a nice machine to fly. My stint as PIC ended shortly afterwards as Pete wrenched the stick from my hand and gave me a withering look. Sorry, Pete! I promise I won't criticise your aircraft again.

Turnbloom Kitfox,

Injuries: 1 uninjured.

The pilot reported that when he was preparing for the aircraft's 1st test flight, he made a high speed run with the tail raised & aircraft control was good. On the next run, he planned to let the aircraft lift off the runway, then let it settle back. He stated that he applied full throttle, & after the aircraft rolled approximately 100', it "lifted off at a high angle of climb, full forward elevator & throttle reduction brought the aircraft to level flight, 20-30' above runway." The aircraft then began to roll & subsequently nosed down & impacted the ground about 75' off the left side of the runway. The pilot was wearing a shoulder harness & was not injured, but the aircraft was extensively damaged (aft fuselage/empennage badly bent between the baggage compartment & horizontal stabilizer). The reason for the loss of control was not determined. The student pilot had no previous flight time in this make & model of aircraft & was not endorsed for the flight.

Fischer Starlite,

Injuries: 1 minor.

The owner/manufacturer of the homebuilt aircraft repaired the horizontal stabilizers, then asked the designer to test fly it. After take off, at an altitude of approximately 7,000 feet msl, in a nose low attitude, at 158 mph (28 mph greater than vne) both horizontal stabilizers separated. The nose of the aircraft pitched down, after which the wings failed negatively. The pilot parachuted to the roof of a house, then was pulled to the ground when the canopy was reinflated by the wind. The aircraft collided with terrain and came to rest near a residence with no property damage. According to the designer, the owner should have separated the two stabilizers into four sections, applied epoxy to the inside of each, as well as to the aluminium spar, then assembled them.

What are they talking about?

No report this month!

Events Calendar

Annual General Meeting	Next Sunday (16th May) @11.30 am
Club Barbecue,	Next Sunday after the AGM
Dannevirke Dawn Raid	Sunday 20th June

Who's Who of the Manawatu Microlight Club

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|------------------|-----------------|
| • 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, Pete Kernohan, Craig Grant, Stewart Picken, James Roger

Items For Sale and Wanted

Xair MMK for sale. Apply to Ed Evenbly for details

How to pay 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** 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.