



AUCKLAND REGIONAL MICROLIGHT AIRCRAFT CLUB

www.armac.info

MAY 2006

CLUB NIGHT: **1930 hours Wednesday 10th May 2006**
Preceded by Committee meeting 1830 hours
Visitors are most welcome - refreshments available

VENUE: Newmarket Club, 13 Teed Street

President	Anton Lawrence	kirstant@orcon.co.nz	(021) 354998
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Committee	Peter Cole, Bob Syron, Lloyd Renwick, Chris Todd, Esmond Bunning, Richard Kennard, Dave Fandam		
Editor	Steve Williamson	steve.dale@clear.net.nz	(09) 2590774

PREZ SEZ:

April has been another good month for training with more students coming all the time, the move from Pikes and the new Bantam seem to have given the club a real head start.

Chris and I have had several chats with Jim and Ben at Mercer, the result being that Ben will join our instructor roster and Jim is to be nominated as an ATO. Weather permitting they will fly to Whangarei this weekend to do their flight tests, this should be a formality given their combined experience.

If the current influx of students keeps up the purchase of a new training aircraft will become paramount. We have the application forms for several trusts who may be able to offer grants, if there is anyone who feels they want to take up the cause then give me a call. Debentures are also on the agenda, a draft certificate has been produced which will get scrutiny at the next meeting. The basic concept will be cheaper flying on the payment of a set debenture fee.

We have also had further discussions with Jim regarding the new hanger, at this stage we are reverting to the original idea of putting it on the neighbours property, (soon to be Jims) this is to save time and effort in cutting all the good stuff up. I have obtained a couple of extra lengths of steel beam just to make it even easier. The engineer has been consulted and has given details of the purlins, they still need to be costed but I will do that in the next few days.

After the formalities at this coming meeting we will have a nav night, so bring all you nav toys (GPS not required) and go over flight planning.

Best of flying and see you all Wednesday.

Anton Lawrence

FROM THE EDITOR:

Some members have requested that we provide a mailing address.

If you need to contact a club member and do not have access to a telephone or e-mail, hard copies can be sent to the following:

*c/- Steve Williamson
P.O. Box 22-142
Otahuhu
AUCKLAND*

HOW NOT TO START AN ENGINE (A Cautionary Tale) **Accident Report - England July 2005**

The aircraft battery had insufficient power to start the engine so the pilot decided to hand swing the propeller. The engine started on the second swing and, although the throttle had been checked closed, the engine ran up to a high power setting and the aircraft began to move forward. The pilot was struck by the propeller, causing a broken elbow and deep laceration. The aircraft crossed a runway unmanned and came to rest in a hedge. The pilot was away from his home base and had been unable to find chocks for the aircraft. Although he had considered briefing a person to occupy the cockpit during the start, he had not done so. No reason was found for the engine starting at a high power setting.

REGULAR EVENTS

1st Sunday of the month (4th June) – Thames – morning tea / lunch
2nd Saturday of the month (13th May) – Dargaville – lunch
3rd Sunday of the month (21st May) – Raglan – lunch
Last Sunday of the month (28th May) – Kerikeri – lunch

Microlight Radio Testing **By Anton Lawrence**

CAA in its long process of developing rules had put through a Notice of proposed rule making (NPRM) which would require all aircraft which enter controlled airspace to

have 24 monthly radio inspections; currently this rule applies only to IFR aircraft. Microlights were to be exempt from this new rule "in order to minimise the regulatory compliance burden on microlight aircraft operators."



But it was pointed out that; "The CAA does now accept that microlight aircraft using the types of controlled airspace that require radio equipment for communication with ATS (as prescribed in 91.513) should be required to comply to the same communications standards as other VFR aircraft."

You would think from this statement that it was a done deal, but fortunately for us CAA has a duty to consult all affected parties before a rule can be passed onto law and this clearly was not done in this case. What this means is that all VFR aircraft have had a reprieve for the time being, probably 2 to 3 years.

What this also means is that all radio installations will need to be robust enough to pass the inspections. The full details of the inspection can be found in CAA rule 43 appendix B the basic intent is summed up by;

"43 Appendix B. (7) inspect and test the VHF Comm system to ensure that the performance of the system is acceptable during normal operation."

While hand held radios would not normally be an acceptable type of installation one which was fixed to the aircraft with a permanently fixed halve wave aerial would probably pass the inspection. It is also important to note that it is only the installation which is

tested with no regard to who performed the installation.

Most of us would agree that there are a number of microlights who's radio transmissions are a bit on the reading you 1 to 2 side. This would not be acceptable to ATC as it would cause many repeated and confused messages. Now would be the time to consider panel mount systems or more permanent fixing of your hand held radio.



One of the main causes of poor transmission is static interference from the ignition system, this can be reduced by correctly shielding ignition cables and magnetos and the use of non solid core 500hm coax cable for the aerial system.

The aerial itself should be placed as far away from the engine as possible and should be well earthed at both ends. Panel mount systems should be well bonded to the airframe.

Another excellent system to help is an active noise reduction system as part of the intercom system, these are relatively inexpensive and can reduce engine noise dramatically, when used in combination with good static reduction techniques the results should be very acceptable.

Further information on the NPRM can be found at:

*http://www.caa.govt.nz/rules/Draft_Rules/DFR_Part_43_General_Maintenance.pdf
Goto (91.605 (e)(1))*

Thought for the day:

You know you're flying a Bantam when you have a bird strike and it is from behind!



A couple in their nineties are both having problems remembering things, so they decide to go to the doctor for a Checkup. The doctor tells them that they're physically okay, but they might want to start writing things down to help them remember.

Later that night, while watching TV, the old man gets up from his chair.

His wife asks, "Where are you going?"

"To the kitchen" he replies.

"Will you get me a bowl of ice cream?"

"Sure."

"Don't you think you should write it down so you can remember it?" she asks.

"No, I can remember it."

"Well, I'd like some strawberries on top, too. You'd better write it down because you know you'll forget it."

He says, "I can remember that! You want a bowl of ice cream with strawberries."

"I'd also like whipped cream. I'm certain you'll forget that, so you'd better write it down!" she retorts.

Irritated, he says, "I don't need to write it down, I can remember it! Leave me alone! Ice cream with strawberries and whipped cream - I got it, for goodness sake!"

Then he grumbles into the kitchen.

After about 20 minutes the old man returns from the kitchen and hands his wife a plate of bacon and eggs.

She stares at the plate for a moment and says - "Where's my toast?"