



AUCKLAND REGIONAL MICROLIGHT AIRCRAFT CLUB

www.armac.info

MAY 2007

CLUB NIGHT: 1930 hours Wednesday 9th May 2007

Preceded by Committee meeting 1830 hours

Visitors are most welcome - refreshments available

NEW VENUE: Commercial Traveller's Club, 27-33 Ohinerau Street, Remuera

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PREZ SEZ:

Hi All

I note that quite a bit of equipment has been removed from the front left of the main hangar at Mercer its starting to take on a bit more organised look. Whoever did it well done!

Please be aware (and I'm sure that you all are) that Mercer Aerodrome is situated in a Mandatory Broadcast Zone. Therefore all take offs and landings should be accompanied by the necessary calls and also regular position calls. Please do a radio check before flying. and if its unreadable check to see why before leaving terra firma. Those who may need help with radio problems please ask I'm sure that there is a wealth of expertise somewhere in the club - sometimes though, there is no shortcutting it, the unit just becomes unserviceable and a replacement is needed. Remember it could be your own life it saves and at a thousand or so it's cheap life insurance.

I'm pleased to note that a lot of interest has been shown in the Raglan/beach trip which is coming up on the 12 May 07 I shall be contacting all that have access to an aircraft that I know of on Thursday night after checking the weather. More details can be found inside.

My New Toy Bantam B22J 'KPA' has finally been test flown both by officials and more importantly me. Just a couple of things to finish off and let the fun begin. Will eventually be housed at Mercer. Heres a little piccy - Just so you know which one not to vandalise

Kevin Potter



ZK-KPA

SAFETY AT MERCER

There have been a couple of points raised by the Skydiving crew at Mercer, please take them onboard:

- 1. Radio calls (refer 'Prez Sez' re the Mercer MBZ)*
- 2. Engine run-ups are **NOT** to be done near the buildings, on the metal car park or on the grass near the car park. The reason for this is that it may pose a danger to pedestrians / visitors AND the prop wash picks up stones & gravel and sprays them over people and vehicles in the car park.*

UPCOMING EVENT

As discussed at the last club night, a group sortie to Raglan is planned for Saturday 12th May (with Sunday 13th being the rain day).

For those of you (like me) who have never flown into Raglan, the distance from Mercer is about 35 Nm if you 'straight line' it, or about 45 Nm via Huntly, Te Kowhai and paralleling SH23 from Whatawhata to Te Uku.

*The grass strip is 646 metres long and the runways are **05 / 23**.
Unattended radio freq is **119.1**.*

The \$5 landing fee is payable at the camp office. There is no avgas at Raglan but for mogas the BP station looks to be about 2km from the strip.

Conditions permitting there may be a bit of beach landing practise while we're down there (low tide is at 1143 hours on Saturday 12th and 1242 hours on Sunday 13th).

Bring your own lunch or plan for a feed at one of the local cafés.

The plan is to depart Mercer at 0930 hours, or as soon after that as the fog permits. ECT is at 1740 hours.

If you're interested in attending, e-mail or phone our new president Kevin so we can keep everyone informed of any alterations or postponements.

Any suggestions / improvements can be brought up at the meeting at the CT Club in Remuera on Wednesday evening.

Bring your cameras on the day, so I'll have something to publish next month to immortalise the event.

There is some online information about Raglan airstrip and environs at:

http://www.flythisweekend.co.nz/index.php?option=com_content&task=view&id=20&Itemid=10

<http://www.raglanweather.co.nz/>

CROSSWIND LANDINGS

The following article appeared in the March / April edition of CAA's 'Vector' magazine (pg. 9). It is reproduced for the information of those who may not receive this publication. Ed.

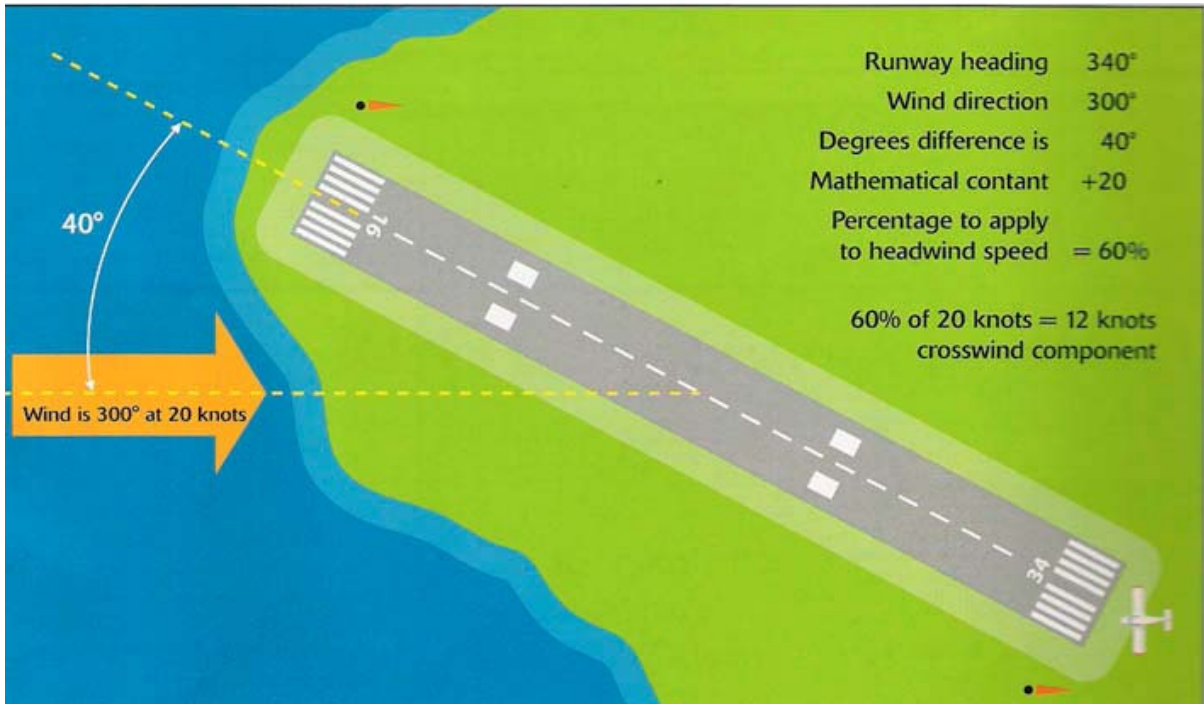
"Practising crosswind landings in New Zealand can be a tricky business. Trying to organise an aircraft, instructor, and runway while there is a consistent wind can be difficult. It is an essential skill to have, however, as more often than not there will be a component of crosswind in any given headwind.

A crosswind is experienced any time the wind is blowing at an angle to the runway. Here is one of many quick ways to calculate a crosswind component after receiving an ATIS/AWIB while flying.

If the runway heading is 340 degrees, and the wind is blowing from 300 degrees, then the difference between the two is 40 degrees. If we add 20 (mathematical constant) to this number, we get 60. The crosswind is therefore 60 percent of the headwind. In this example, 60 percent of the 20 knots blowing is 12 knots. The crosswind is therefore 12 knots.

This method works for a difference of up to 80 degrees between runway heading and wind direction, because after that the crosswind becomes close to 100 percent.

(See diagram on following page.)



The "Maximum Demonstrated Crosswind" component, which can be found in an aircraft's flight manual, is the figure at which factory testing has shown that directional control of the aircraft can still be maintained. It is affected by the size of the rudder, its distance from the C of G, and the availability of asymmetric braking.

An aircraft is capable of landing in crosswinds of greater strength than the maximum demonstrated crosswind provided that the pilot's technique and currency are up to the job. Is your technique up to scratch? If not, grab an instructor and get out practising."

HAIR RAISING RUNWAYS (Part III)

