



AUCKLAND REGIONAL MICROLIGHT AIRCRAFT CLUB

www.armac.info

NOVEMBER 2007

CLUB NIGHT: *1930 hours TUESDAY 13th November 2007*

Preceded by Committee meeting 1830 hours

Visitors are most welcome – dinner & refreshments available at the venue

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

President:	Kevin Potter	kppotter@extra.co.nz	(09) 2664149 / (027) 4404325
Vice President:	Andrew Guyan	aguyan@orcon.net.nz	(021) 775835
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PREZ SEZ:

Hello All

By the time you read this hopefully the winter drought (flying wise) will have been broken by the Black Sands Fly-in at Raglan. This is supposed to mark the beginning of Summer flying.

Also we will have removed a fence at Mercer which should change the character of the airfield for the better - maybe with the possibility of another hangar - all good news really.

If anyone is having trouble with their radios here is a contact supplied to me by Micro-Aviation; The contact is Peter West and he is willing to help you with radio problems. His no is 027-2912703. He lives in Whangamata or Waihi so call him up and a trip to Waihi should have you up and running in no time. I understand that Peter West also handles (repairs) Radio Control equipment for Model Aircraft.

For your information anyone requiring a new lifejacket or replacing an old one heres a link and piccy off the web:

<http://www.denray.co.nz/vikingjackets.htm?gclid=CMW0II-vyo8CFQU6awodfjAC-Q>



Price:

Function

NZ\$ incl GST

Manual	\$216.00
Manual with Harness	\$225.00
Automatic	\$225.00
Automatic with harness	\$252.00

Well, that's all folks - hope to see you in the sky.

Kevin

MERCER OPERATIONS
Chris Todd, Chief Flying Instructor

Some of you may be aware that the parachute operation got audited a few weeks ago. This has brought to our attention some rules that you may not be aware of but must be complied with. These are CAA RULES, which if ignored, could result in prosecution. Not to mention the fact that the whole operation could be closed down if too many things go wrong at the field.

I urge you all to use some of your spare time to read the CAA rules on their web site. Look at them all, in particular General Operations, Microlights, Parachutes, and Airfields.

The following excerpt (Rule 105) states that parachutes cannot operate on an active runway. This means that WE cannot be in the circuit or using the movement area on the ground when a jump is about to or is taking place. This is because the parachute Landing Area (PLA) is on the end of the runway and movement area, it is not clear of it.

105.15 Parachute landing area

- (a) Each person making a parachute descent shall land within a PLA that is designated by a parachute organisation.
- (b) Simultaneous parachute and aircraft movements may only be conducted at aerodromes when the PLA is located clear of—
 - (1) any part of the movement area that is in use; and
 - (2) any runway that is in use; and
 - (3) any taxiway which is in use; and
 - (4) the approach and departure areas of any runway and heliport in use.
- (c) A person making a parachute descent into a water PLA shall ensure—
 - (1) the PLA has a clearly defined perimeter; and
 - (2) adequate arrangements have been made to retrieve all parachutists.

If you are parked near the bridge with the engine off, I believe that would be considered not using the are. Do not start your engine when there are people in the movement area. Wait until they have crossed the bridge out of the way.

Rule 91 (excerpt below) says 2 things. First WE must comply with the airfield operators requirements and the runway must be clear of all people, vehicles and animals or other obstructions before you can land or take off.

91.127 Use of aerodromes

- (a) No person may use any place as an aerodrome unless that place is suitable for the purpose of taking off or landing of the aircraft concerned.
- (b) No person may operate an aircraft at an aerodrome unless—
 - (1) that person complies with any limitations and operational conditions on the use of the aerodrome notified by the aerodrome operator; and
 - (2) the runway, heliport, or water channel, is equipped with operable lighting, appropriate to that type of aircraft, when landing or taking off at night, and the lighting is activated; and
 - (3) that person manoeuvres the aircraft clear of any manoeuvring area or part of any manoeuvring area that has been notified or marked as unsafe for aircraft use by the aerodrome operator; and
 - (4) the runway, heliport, or water channel, is clear of all persons, animals, vehicles, vessels, or other obstructions during landing or take-off, other than persons, vehicles, or vessels essential to the operation.

Aircraft must not be started unless they are within the Operational Area, as designated by the signs and barriers at Mercer.

Please remember the parachute and/or airfield operation could have its certificate withdrawn if the rules are not complied with.

*Happy Flying
Chris*

Minimising Noise in Radio and or Intercom Systems on Ultralights!

Most strobe driver units are designed with filtering and internal shielding to keep radio interference to a minimum, however occasionally noise will be heard over the radio or intercom This noise is almost always caused by the way the systems have been installed.

And not just strobes, Ignition systems, alternators etc as well

One must remember that noise does not always come from the power that is being supplied to your equipment. Especially if the radio has it's own power source (battery) and the strobe is powered by the aircraft battery. Installations vary greatly from aircraft to aircraft. Do both systems share the same power source?

Is there an external antenna? How close is the antenna, radio, wires, etc. to the strobe driver box and wiring? If both systems are not sharing the same power, then where is the common thread? In most, if not all cases the problem is GROUNDING.

The ground path is very, very important. The strobe circuit draws high current through the ground circuit. The radio, intercom, head set and mike circuits use that same ground so it is important that there is NO voltage drop between where all these grounds are connected. In other words lets say the strobe driver is getting negative battery or ground from a bus near the battery that is also grounded to the metal frame of the aircraft.

The ground plane for the radio antenna is connected to the aircraft frame further back near the tail and the radios are grounded near the cockpit to a screw in the frame. This array of connections can be a source of noise. The following list is intended to help in eliminating noise.

- 1. Power for the strobe system should be on the first fuse of the power bus. In other words the closest fuse to the battery.*
- 2. The strobe driver's metal case should be solidly connected with a ground strap or 16 ga. wire to the aircraft ground system.*
- 3. The audio ground and aircraft ground should be commonly connected only at ONE SINGLE POINT. Ground all the audio equipment; radio, mike, antenna, headphones, intercom, etc. to an "audio ground bus" (16 ga. or larger wire). Then connect that bus at one end only to the aircraft central grounding point, preferably near the point the battery is grounded.*
- 4. Do not run audio related wires next to power supply wires.*
- 5. Shielded wire is not normally necessary, however, if it is being used ground that shield at only ONE end. Usually the end closest to the source.*

This list has been derived from the fixes that have worked for others. If you find something new please let us know and yours will be added to help someone else.

EVENTS

Waihi Beach

10th November 2007

Some of the Te Kowhai crowd is planning to fly to Waihi Beach for brunch. They plan to leave at 0830 hours. The distance to Waihi Beach from both TK and Mercer is roughly 40Nm, so if any Mercer pilots were to leave about 0830 as well, everyone should arrive at about the same time.

Raglan – Black Sands Fly In

10-11th November 2007

The Black Sands Fly - In returns to Raglan for 2007. As with last years successful event there will be a beach flying workshop and other aviation events. Accommodation will be available at the camping ground - details will be posted as they are confirmed. Hosted by the SAA Waikato Thames Valley Chapter, contact Bruce Cooke; bmcooke@waikato.ac.nz for details

Source: www.saa.org.nz

RAANZ AGM

Northern Recreational Flying Club

Onerahi Airfield, Whangarei

Saturday 17 November 2007

Preliminary timetable 10:00 Arrival/registration/refreshments

11:00 AGM

13:00 The famous Whangarei lunch!

14:00 AGM continuation (if required)

Organiser contact information

Stuart Parker, RAANZ Admin

07 825 2800

office@raanz.org.nz

Pre Christmas Flyin to Ardmore

9th December 2007

From Brian Millett:

This will be similar to the Shortest Day Flyin held earlier this year in June, but this one will be held in much improved weather conditions.

Simon Gault has again offered the use of his hangar facilities for us to meet for coffee. After gathering there we will head on over to the AvSpecs hangar where Richard Waterreus will take us through many of the changes that are constantly going on at Warbirds Restoration facilities.

We are blessed with having such great people who are so willing to make their time and facilities available to us, and I wish to thank them for making this event possible.

Plan to meet at the Thunder Mustang hangar at 9-45 am before moving across to AvSpecs at approx 10-30 am.

Anyone who would like to enjoy the thrill of a flight in the wondrous Thunder Mustang will now have the opportunity to do so. Simon has offered that if any of the team would like to go for a 30 minute ride in the Thunder Mustang he could do it on the day for \$650, discounted from \$800. To some this may seem an impossible dream but to others it is only the price of a decent meal with a few friends. Under different circumstances I know what my choice would be, fly now - eat later.

The Mk Vc Spitfire that we observed being restored at AvSpecs has now been completed, test flown, then packed into a container and shipped off to Texas where it will be reassembled again by two of the team from AvSpecs.

There is a possibility that the Mosquito wings might be delivered in time to be fitted to the fuselage, so that could be an extremely rare sight to look forward to. I think it was a total of 4,000 screws, (or was it 7000?) that had to be fastened during the wing assembly process, all to be driven home before the adhesive hardened. What a task!

The Curtis Tomahawk is progressing well, and several other projects are in progress that will be well worth our inspection.

Lunch will be available at Ardmore Cafe before moving on to other places of interest to visit which are still in the pipeline.

*I will keep you up to date as progress takes place.
Cheers – Brian*

2008

Jan 1

Manawatu Microlight Club Annual New Year Fly-in at "Athbey Farm" airstrip, Woodville.

Arrive in time for the midday \$5 lunch.

The strip is 4nm NE of Woodville approx 1nm West of SH2 on a line with Papatawa highway/rail over bridge and Whariti Peak. Strip is 620 x 34 m vectors 31/13.

By road "Athbey farm" on Valley Road via Condoit or Pinfold Roads off SH2 north of Woodville.

Feb 15 - 17 SportAvex Tauranga

Contact: Bill Sisley Ph (07) 549 1855

www.taurangaairshow.co.nz

February 23-24 Logans Fly-in.

The annual gathering northwest of Auckland for the light aircraft set. A low key event with ACE hospitality. Details from Logan McLean Ph: 09 420 5356, 027 490 1553, E:logan.mclean@xtra.co.nz

Mar 7 - 9 Hamilton - Airshow NZ

www.airshow.co.nz

RAANZ Fly In

Waipukurau Airfield

8-9th March 2008

Further details to follow

Mar 14 - 16 Ohakea - RNZAF Open day

Details: Flt. Sgt. Paul Stein (06) 351 5490

Mar 21 -23 Warbirds over Wanaka

Email: gavin@warbirdsoverwanaka.co.nz

www.warbirdtickets.com

REGULAR EVENTS

Coromandel Airfield

Every second Sunday

Club Day & BBQ lunch from 1230 hours

Contact Lisa: (07) 8662055, clubrooms (07) 8668638, aviatrix@wave.co.nz

Waikato Microlight Club 4th Sunday of every month

BBQ from 1100 hours onwards, visitors welcome

On the south of and immediately adjacent to Collins Rd about 2 miles east of VRP Templeview and 1 mile in the Control Zone. Whilst the strip is in the Control Zone, clearance is not required if at 500 ft AGL (700 ft ASML). The strip is 750 metres of grass running 05 & 23. Aircraft are to operate on 119.1

ANOTHER CHINESE TOY RECALL

