



AUCKLAND REGIONAL MICROLIGHT AIRCRAFT CLUB

www.armac.info

JUNE 2008

CLUB NIGHT: **1930 hours TUESDAY 10th MAY 2008**

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**

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PREZ SEZ:

Hi all,

Winter has arrived and brought with it the odd bit of poor flying weather, but there have still been a few nice days to be up and about. I flew to Thames a couple of weeks ago with Chris & Andrew for a coffee and the air was so still and smooth on the way back that I could have been skating on glass – fantastic.

The last month has seen a double fatality as a result of a microlight crash – hot on the heels of a fatal crash of a homebuilt at Whenuapai. Our sympathies go to the families of the four men who died in these crashes. Both crashes are being investigated and the causes will eventually be determined, but regardless of the reasons for them, it is timely to remind ourselves of the need to check and re-check our aircraft and ourselves before and during every flight.

On this note, there has been a new AD issued for all microlight aircraft. Chris Todd has notified us of it and it is reproduced in this newsletter. It has already come in to force and deals with the calibration of fuel tank gauges and determining the true capacity of tanks. It is a simple notice to comply with and could prevent fuel exhaustion on a flight.

There is a lot happening in terms of club organisation at the moment – we are hoping to view another venue so that we can consider the pros and cons of continuing our club nights at the CT Club, or moving them to the other location. We'll keep you posted.

We are also considering the pros and cons of keeping a Club training aircraft. I am reluctant to rush any decision in respect of this and we'll be investigating the issue thoroughly before taking any action.

*Happy flying & hope to see you at the Club night,
Steve Williamson*

CLUB NIGHT

This month's club night will include a discussion / refresher on FRT procedure, particularly in and around controlled airspace. This will be useful for all of us and particularly for those who still need to sit their FRTO paper (as per last month's TARMAC, this exam is now free for RAANZ members).

There will also be a couple of short DVD's, including the latest promotional video for MicroAviation (featuring at least one ARMAC aircraft).

Don't forget that dinner is available from the kitchen at the venue; a good feed can be had for \$5 - \$8.

DCA/MICRO/5 Aircraft Fuel System – Calibration

Applicability: All microlight aircraft.

Requirement: To ensure actual and useable fuel quantity are known and accurately displayed to the pilot, calibrate the aircraft fuel system by accomplishing the following after aircraft construction:

1. *Maximum fuel capacity:*

Fill the aircraft fuel tanks and determine the actual fuel capacity.

2. *Unusable fuel quantity:*

With the aircraft in the most critical flying attitude determine the unusable fuel quantity by test.

3. *Intermediate fuel gauge markings:*

Fill the fuel tanks progressively from the unusable fuel quantity level and calibrate the intermediate fuel gauge markings, as applicable.

Note 1: Refer to the applicable aircraft pilot operating handbook (POH), the service manual or build instructions, as required, to accomplish these requirements.

Note 2: The usable fuel quantity will be less than the maximum fuel tank capacity due to there being residual fuel in the fuel system components such as, the gasolators, fuel filters and fuel lines. The location of the fuel pick-ups in the fuel tanks also has an influence on the usable fuel capacity. Once the useable fuel capacity is known the aircraft endurance can be calculated.

Note 3: Avoid low fuel states until the fuel system has been calibrated. (NZ occurrence refers)

Compliance: 1. 2. & 3. Before first flight after construction, or by 29 May 2009 for those aircraft which have not been calibrated before first flight, unless already accomplished.

Effective Date: 29 May 2008

"The only time you have too much fuel is when you're on fire."

FLYING EVENTS IN THE LAST MONTH

The Hauraki Aero Club hosted a mini air games on Saturday 31st May. Unfortunately the fog and muck in the area prevented any aircraft making it from Mercer. I understand that some others may have managed to get across from Te Kowhai. We'll look forward to hearing about it at the club night – might be the sort of thing we can run in the future as well.

The following day, Sunday 1st June, was the scheduled date for the ARMAC / NMC Nav Ex at Parakai. The weather again conspired against us, with fog preventing aircraft from either making it to the event at all, or delaying them to the point where the event had to be postponed.

The good news is that we will be re-scheduling the event (and we now have plenty of sausages in the freezer for the next club activity!).

Those that did make it to Parakai were able to do a local strip safari. Brian Millett has some photos from the day on his website.

VIDEO / DVD CATALOGUE

Haven't heard from anyone about what movies they've got that we could watch, so if you don't want to sit through my holiday snaps from the family trip to Greymouth, you'd better let me know what you've got! :)

Have you got any DVD's that might be of interest at Club nights? I'd like to build a list of these that we can ask people to bring in on certain nights.

The following details would be helpful:

- ✓ *Name of DVD*
- ✓ *Synopsis (i.e. – CAA video about Human Factors and Decision Making)*
- ✓ *Duration*
- ✓ *Whether it has been played at a Club Night before. If so, roughly how long ago.*
- ✓

Please either e-mail me, ring me or let me know at a Club night.

PERSONAL LOCATOR BEACONS

Just a reminder that 1st July is rapidly approaching. From this date all microlights travelling more than 10 Nm from their base must carry a 406MHz Personal Locator beacon or EPIRB.

I'd be picking that the bill for the SAR operation to find a pilot who ditches without a PLB may find its way to the unlucky aviator who sparked the search – that'd be a lot more expensive than the cost of a PLB!

REGULAR EVENTS

*Coromandel Airfield Every second Sunday
Club Day & BBQ lunch from 1230 hours
Contact Lisa: (07) 8662055,
Clubrooms (07) 8668638,
Email: aviatrix@wave.co.nz*

*Waikato Microlight Club 4th Sunday of every month
BBQ from 1100 hours onwards, visitors welcome*

Duck walks into a pub and orders a schooner of beer and a ham sandwich. The barman looks at him and says, 'But you're a duck'. 'I see your eyes are working', replies the duck. 'And you talk!' exclaims the barman.

'I see your ears are working', says the duck, 'Now can I have my beer and my sandwich please?'

'Certainly', says the barman, 'sorry about that, it's just we don't get many ducks in this pub. What are you doing round this way?'

'I'm working on the building site across the road', explains the duck. Then the duck drinks his beer, eats his sandwich and leaves. This continues for 2 weeks.

Then one day the Circus comes to town. The Ringleader of the circus comes into the pub and the barman says to him, 'You're with the circus aren't you? I know this duck that would be just brilliant in your circus, he talks, drinks beer and everything!'

'Sounds marvellous', says the ringleader, 'get him to give me a call!'

So the next day when the duck comes into the pub the barman says, 'Hey Mr Duck, I reckon I can line you up with a top job, paying really good money!'

*'Yeah?', says the duck, 'Sounds great, where is it?'
'At the circus', says the barman.*

*'The circus?' the duck enquires.
'That's right', replies the barman.*

*'The circus?' the duck asks again.
'Yes' says the barman*

*'That place with the big tent?' the duck enquires.
'Yeah' the barman replies.*

*'With all the animals?' the duck questioned.
'Of Course' the barman replies.*

*'With the big canvas roof with the hole in the middle?', asks the duck.
'That's right!' says the barman.*

The duck looks confused. 'What the heck would they want with a plasterer?'