

BAY OF ISLANDS AERO CLUB.

<www.bayofislandsaeroclub.org.nz>

boiacnz@gmail.com

Tel: 022-407-3001

Bank: 12-3091-015116500



JULY 2016 NEWSLETTER

THE WIND UNDER OUR WINGS.

1. Games Night. 8th July



The first of our “Games Nights” was enjoyed by four members. Although this was a disappointing turnout, the four of us had a most enjoyable evening.

Come and join us for the next evening on Friday, 12th August at 6pm. An RSVP would be appreciated for catering purposes.(Pizzas). A contribution towards the pizzas would be appreciated.

It was a pleasure to see the snooker table being used for the first time in many years.



2. Alan Fillery Visit. 10th July.



Nine members accepted Alan Fillery's invitation to see his modified Xenair 701 which is well advanced in construction.

The 7 cylinder rotary engine seen on the left which will power the aircraft, has been entirely built by Alan. This is a remarkable achievement and apart from Richard Pearse in 1903, this is the first aero-engine to be totally hand built in New Zealand. Another unique feature is that it is fuel injected and is computer controlled.



This photograph shows the airframe well on the way to completion.

Thank you Alan for an interesting instructive visit.

3. Flying New Zealand Seminar and AGM



John Nicholls represented the Club at the above meeting in Hamilton on 8th and 9th July. The club was nominated for the Club Safety Award together with two other clubs. We won!

One of the reasons given for us winning i.e. that we acknowledged we had problems. Having had two accidents in an 18 month period, things did not look good.

One of the frustrating things for the committee was that we were already on the case. At the time of the first accident, draft safety procedures following CAA guidelines existed and were issued some time later. These procedures were very useful at the second accident as we were able to look up what to do. Subsequently, the Safety Officer held an enquiry which brought various matters to light.

One of the procedures relates to the induction of new instructors. We do not have any but Willie Morton who has

over 2000 hours, has worked with John to ensure they are doing things in a similar way. This should mean that students flying with either instructor should get a similar lesson content, albeit with a different personal touch. Common briefing handouts are now being used.

Of course, no one comes to the club intending to do things wrongly and it spoils everyone's day when something untoward happens, even if it is minor. The procedures cover most situations that have come up before and by being familiar with them members will avoid many unfortunate situations.

The procedures are available in the "Members Only" section of the website and a paper copy is kept in reception.

Members have been requested to acknowledge having read them, by means of an e-mail to Barry Williams (<barrybjw@gmail.com>). This is considered part of being current for pilots.

Should you see or experience any incident of concern, remember the "KeriChIRP" page on the website for confidential reporting of accidents and incidents.



John Nicholls receiving the Safety Award from FNZ President.

4. Door damage.



Damage continues to occur to the drop-pins on the hangar doors. When opening doors the drop-pins for **ALL** doors (six in all) must be disengaged with top handle placed in the receptacle (turned inwards) and the bottom of the bar located in the lower hole. When this is done properly, moving of any doors will not damage the locking bars.

Photo (A) **This is what happens when the drop-pins are not withdrawn.**



(L) This is the drop-pin in its locked position.



(R) This is the drop-pin correctly located in the unlocked and stowed position

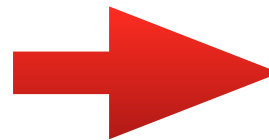


Photo (B)

Photo (C)

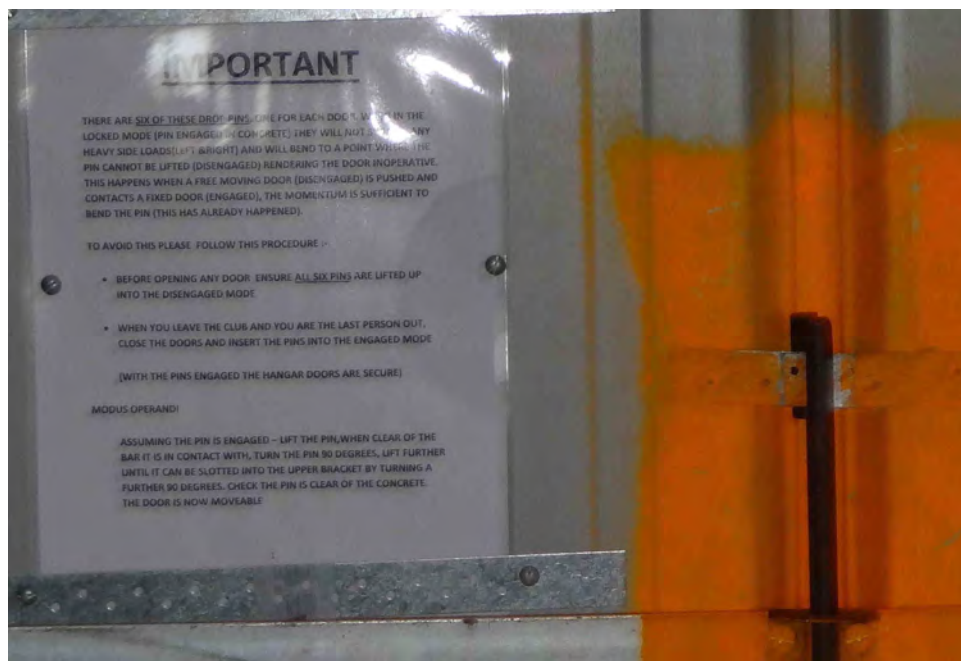


Photo (D) shows the instruction notice beside the drop-pin of the first door. Please read it carefully before opening the doors.

5. Answering the Call

In the May 2016 Newsletter members were asked to offer their services to undertake tasks which were previously done by our president, the late Steve Watson. Answering the call was one of our **Junior** Members, Heath Taylor.



Heath attended our first snooker night, came to the Alan Filiary visit, earned a “solo” certificate (he is too young for a real one) and now is working around the club. Thank you Heath! You have set a good example to us all.

5. Return of NOL.



NOL returned to the nest on Thursday 28th July and looks bright and shiny. She looks different with her new three-bladed propellor. NOL has been out of action for three months so a check flight will be required to get current. Book your check flight with Willie Morton. Call him on **021-0811-6612**. She is just waiting to be used.

6. Latest on Members Lounge.

The Committee is considering quotes for the Member's Lounge but no decisions have been made. Confirmation is required that FNDH will ultimately foot the bill.

7. Library.

We have an excellent library which no-one seems to be using. It will eventually go into the members lounge but at present is in the main room at the end of the bar. Please use it.

8. **Departure procedure.** Alan Murgatroyd has drawn our attention to an item in the RAANZ Newsletter which deals with non-standard departures. *"Many of us will have called a 'non-standard' turn once airborne, for reasons of convenience, weather or traffic but our recent discussions with CAA are a timely reminder that this is not a permitted action. Sticking to the published procedures is about predictability; aircraft should be in predictable places in the circuit to enhance traffic awareness when pilots are busy and under pressure, especially for those who are inexperienced, unfamiliar, or not current."*

During the email and face-to-face discussions around this issue (with Carlton Campbell), it was also reinforced by Carlton that non-standard turns in the circuit (that is turns made other than in the direction of the circuit), within the two nautical mile radius of the field that defines the circuit) are also prohibited.

No doubt many of us are guilty of turning right on 33 or 15 for convenience. We obviously need to re-think our procedures.

9. Website Activity.

Our Website is our window to the public, but more importantly the "Members Only" section provides important information for all members. Visit frequently to keep up to date and for aircraft bookings. The table below gives an idea of the traffic volume.

	Page views	Unique visits	Returning visits	First time visits.
January	136	80	52	68
February	145	73	40	33
March	61	35	25	10
April	129	62	48	14
May	189	73	59	14
June	154	46	40	6
July	45	19	3	2

10. Contributions.

If you have any items of interest to other Club members, your contributions would be appreciated. Please e-mail these to <boiacnz@gmail.com>