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August 2017 NEWSLETTER

Hello all

Here is the newsletter the BOI Aero club for August. Some of you have sent me articles but I have not received them. When you send anything in future – and please do – Give me a call if I have not responded in a couple of days. 021 0210 8467

New email address for me is myles.taylor@fireandemergency.nz

Regards

Myles

Upcoming Events

The following events are planned at the moment:

October 14th @1800. Trivia & bring a plate. General knowledge questions this time!

November 17th & 18th. Aerobatics with Murray Miskelly. Briefings on the evening of 17th and flights on Saturday 18th.

November 18th Open day to coincide with the Aerobatics. Invite some newcomers to see what we are about.

November 25th. Fly out to RANZ AGM at Whitianga. Leave Kerikeri at 08:00. Both aircraft are available at present. If you are interested in making up a crew, or offering a seat in a private aircraft please let John know – 027 359 4869.

December 2nd 18:00 Pot luck social

January 19th 18:00: Slide show presentation by Richard Bird about flying a microlight from the UK to South Africa and back.

Visitors are welcome to all these events.

Recent RPL



Tuesday 6th of June was a special day for Ian Santos as you can see from the grin on his face. He passed his RPL skill test with Warrick Bleakley. He has been coming up from Auckland to do blocks of training over the last year and has worked hard to achieve his goal.

Congratulations, Ian, from the members of the Bay of Islands Aero Club

Other recent highlights

- The Aero Quiz held on May 21st was a social success but after round 2 the competition was terminated as the questions were too aviation specific for the broad spectrum of people there. A more general one will be organised for October 14th and we hope those who came this time will give it a go again then. The evening was great fun and many thanks to John Nicholls for organising it.
- Alan Fillery, Steve Wynne and John Nicholls went to the Fish & Chip fly in at Ruawai.
- Russell Simister flew a night cross country to Ardmore and back.

CAA Safety Evening



The CAA held a Safety Evening on the 16th of June which was well attended by club members and other GA pilots. The theme of the presentation was Fuel for Thought. The presentation was well presented and well worth attending.

ROTAX LINE MAINTENANCE COURSE

Rotax, based in Austria, make the engines that power both NOL and MBN. They operate throughout the world using Authorised distributors. The distributors need extensive facilities and are able to undertake all aspects of engine maintenance including rebuilds. The nearest one to us is in Australia.

The distributors appoint approved service agents. They stock spares and are able to undertake "heavy maintenance" gear box servicing and the like. There are 2 in New Zealand, Solo Wings on the North Island and Aircraft Logistics on the South Island.

For "Line servicing" - scheduled items in the line maintenance manual for 100 hour checks - it is possible to obtain an **Independent Rotax Maintenance Technician Certificate**. (IRMT). These are valid for a two year period.

John Nicholls attended an IRMT course at CFS Aero Ltd, Coventry, UK in July. The facilities were very impressive with a model of each engine type in the workshop to practise on and one in the engine bay that could be used to set up carburettors, check gearbox torque, compressions etc. The high tech lecture room was well laid out and comprehensive notes were provided.

“This course gave me a great deal of confidence and although I do not intend getting my hands dirty at least I know what should be done”



Enigmatic MBN, code name KK-TG

“Wana come for a flight to Tauranga in MBN? OK, that be great! Good, we’ll leave at 1700 if that suits”?

Yeah that’s good. ahh, let me think about this.... that’s five in the afternoon, and Tauranga is two hours away, and its dark at 1800 HELLO?!!! It will dark by the time we get cracking?? “Yeah” said John with a grin. Can you pick me up in Whangarei? “OK, I’ll be there 1800”

The joining call from MBN came as darkness was falling.

The runway lights flickered into life and the red port light of MBN could be seen tracking downwind 24. MBN's green nav light merged flawlessly with the runway side markers. Actual time touch down unknown.



I stowed my little bag, donned the life jacket and strapped myself into the right hand seat. It had been a great number of years since I'd been night flying with this kind of seriousness.

I remember it clearly, when I'd picked a fine quiet night for my night cross-country exercise. A task which required me to fly from NZ AR to Waiuku NDB, Auckland International for a stop and go, and back to Ardmore via Clevedon. For me, that was full - on, stressful and foreign.

John pulled back on the stick as we left the safety of terra firma and pointed the nose into the blackness. I looked longingly at the night lights of Whangarei as they merged into stars when John banked our aircraft in the left turn to merge with the track to Tauranga, then a gentle right to settle into our heading. I looked forward into emptiness of the Twilight Zone ... Oh no, we're lost already!! As my eyes began to adjust to the darkness I realized that John had settled our aircraft in a gentle climb and was now passing through 1400ft to 3000ft on track.

The radio became active as we approached Ruakaka, - an AirNZ link was making an approach to Whangarei and were keen to know our exact position as they were intending to join left base for 24 and we were climbing out into their path. We held our course and after about 60 seconds, they found us on their TCAS, called a visual on our nav lights and that's the last we heard of any other aircraft for the entire trip.

The Rotax 912 engine hummed its hypnotic rhythm as each minute ticked on by. I stared at the sparse scattering of earth bound night lights below and almost became spellbound as my eyes lost focus. About forty-five minutes into our flight the said lights below began to dimmer, flickered off and on.... then went out completely. Jolly power cuts, I exclaimed in thought. I turned my attention to the instrument panel and let my eyes scan the display; altitude, 3000ft, airspeed 105 knots, heading, 120 degrees, HSI, stable and level, ball centred, engine temperatures and pressures, green. John turned off the landing lights to eliminate glare and save power. He then proceeded to dial up the Auckland ATIS for current area conditions.... all good.

We continued along on our heading with exacting precision. John made very small control inputs when any correction adjustments to our attitude or course was required. It was his attention to detail that kept our plane stable and right on target. My confidence building, I settled back and actually started to enjoy the flight. The GPS driven map on my panel indicated a direct line to a few miles beyond the Waihi gap for our next turn left to the east coast. Our journey took us more than a couple of miles seaward off the east coast and mostly parallel to it for most of the way, - a track that gave away no clues as to where we were in the deep eerie darkness; no lights, no roads to follow, no traffic,-except that is, for the dim flood lights of the odd lonely ship plying its trade below, oblivious to the urgent pursuit taking place of the two place flying machine high above.

The air was as smooth as silk as we ate up the Firth of Thames. Inch by inch the Thames town lights became brighter and brighter until we passed overhead only to be unceremoniously plunged back into the void. A few minutes later in the pitch black, we felt a JOLT! That got my attention but since nothing was said, nothing needed to be done. Then came 30 seconds of rough stuff which called for seriously forceful handling to keep us the right way up. The town lights of Waihi appeared below the horizon ahead just as we were approaching our next waypoint. The welcoming lights of Tauranga came into view, part of it blanked out by Mt Maunganui confirming our correct position and destination. "Tauranga Tower MBN" MBN, Tauranga Tower go ahead..... MBN continue 1500ft or below, call downwind. Cleared to land, John greased our wheels on to runway 25. A great landing back on to terra firma and a perfect finish an enigmatic flight into another dimension. **Dudu**,dudu,**dudu**,dudu.

Wlly