

# *BAY OF ISLANDS AERO CLUB*

[www.bayofislandsaeroclub.org.nz](http://www.bayofislandsaeroclub.org.nz)

[boiacnz@gmail.com](mailto:boiacnz@gmail.com)

[Tel:022-407-3001](tel:022-407-3001)

*Bank: 12-3091-015116500*



## *FEBRUARY 2017 NEWSLETTER*

Hello everyone. Sorry this newsletter is a bit late. I spent the end of February down in Christchurch working on the Porthills fire and this has thrown a spanner in the works slightly and am playing catch up.

I did however get to see some heavy lift helicopters at work dropping water. Your certainly cant beat horsepower

### **Recent Events**

Eleven competitors entered for the club competition held in February. It had been put off several times and on the morning both the forecast and sky spelled disaster. However Betty had prepared a lot of food and someone had to eat it so we decided to go ahead anyway. Rain did not stop play but we had several pauses to let showers go through.

A timed circuit was substituted for the streamer cutting due to the cloud base. As is often the case students carried the day and Jamie won the \$50 and Liam the \$25. They could not have done so if club members had not given so much support as timers, spotters and general helpers.





## **Upcoming events**

The RAANZ rally is at Rangiora on Friday 31st March to Sunday 2nd April. At present John & Willie are going but a crew is still required for NOL

Last year it was held at Hokitika and both Gary & John went. Willie hoped to go too but the weather closed in before he could depart.



## **CAA Event**

The Civil Aviation Authority Safety Evening is to be held on Friday June 16th at the club. Flying members are urged to attend and bring their log books for a brownie stamp. This year's topic is "Fuel for Thought"

## Experience is a Great Teacher

The following has been passed on by Alan Murgatroyd. I really appreciate him detailing his unfortunate experience so that we can all learn from this event.

Thank you Alan, I am pleased the outcome was not more serious.

### Ground Loop.....quote....

".....If the aircraft heading is slightly different from the aircraft's direction of motion, a sideways force is exerted on the wheels. If this force is in front of the centre of gravity, the resulting moment rotates the aircraft's heading even further from its direction of motion. This increases the force and the process reinforces itself. To avoid a ground loop, the pilot must respond to any turning tendency quickly, while sufficient control authority is available to counteract it. Once the aircraft rotates beyond this point, there is nothing the pilot can do to stop it from rotating further....."

Of necessity the centre of gravity of a tailwheel aircraft is behind the main wheels, otherwise it would tip on to the propeller, the opposite is true of a nosewheel aircraft, when one needs the weight forward of the main wheels to rest on the nosewheel.

I have long been aware of two axioms with regard to flying ..

- 1) The two most useless things in aviation are air above you and runway behind you.  
and
- 2) Tailwheel pilots fall onto two groups, those who have experienced a Ground Loop and those who will. Unfortunately I joined the first group on 8th Feb. !!

Many will be aware that I have long owned a tailwheel microlight aircraft, a Homebuilt - but not by me - Druine Turbulent single seat VW engined tailwheel aircraft, which I have kept in a hangar halfway down the side of Kerikeri's main runway, tho' sadly it has not been given much flying time in recent years, but I recently pulled it out, started it up and decided to go flying.

The wind was light but favoured runway 15, and although I only need around 200 m of take off distance, I decided to backtrack the full length.

Engine run up was normal, so checks complete, line up, radio call rolling, stick neutral, full power, bit of rudder to keep straight, RPM as expected, speed building, ease stick forward to raise the tail, then slowly back to get airborne - Magic.

Then .. cough, splutter, and then full power again restored, but Hey ! that's not right and for how long ? Plenty of runway ahead, but reducing - see 1) above ! so let's get it on the ground again, throttle back and prepare to flare but unfortunately transition from take-off mode to immediate landing mode is not something that one regularly practises and the

touchdown was on one wheel, which induced a turn that rapidly built up into a ground loop that full opposite brake and rudder could not control - just as they said !

The aircraft came to rest just off the edge of the seal, right undercarriage broken off and the right wing slightly buckled as the tip contacted the ground. No evidence of fire or fuel leak, but exited with some expediency and surveyed the damage.

Stan Hansen, the FNHL Airport Manager, noticed the aircraft sitting at the edge of the runway, and by securing the tail to my car, and with Stan holding the damaged wing, we managed to get it back into my hangar with no further disruption to the airport availability. Thank you Stan.

So what next ? Anyone want an aircraft re-build project, something that I think is a Bridge Too Far for me ?

Thinks – had I not elected to use the full length of the runway I might have been trying to extricate myself from the Mt. Pokaka woodyard – just a thought.

