

MELBOURNE AVIATION GROUP



Dec 2008

Chairman's Comments



Members would be aware that NBE is currently off line due to a prop strike during taxi. Apart from the embarrassment and financial loss to the respective member, undue burden and loss of access has occurred at a time when the weather is normally becoming good for flying.

Anyone of us can make a mistake and perhaps this incident can be used as a bit of a wake up call on taxi protocol.

We all can develop bad habits, particularly in the period between flight checks. We exit from training with a good knowledge of procedures fresh in our minds.

It is interesting to note that accidents and incidents are more generally associated with pilots with 200 hours +. I guess around that time people think that they have the business well in hand and sometimes let simple things slip. These simple things can lead to some very big problems.

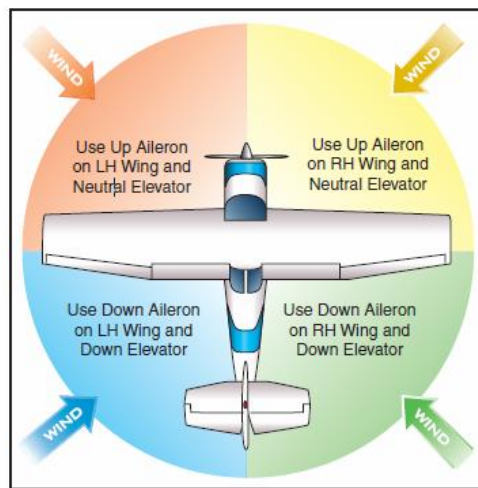
Without seeming condescending and using some information provided in an email from an experienced member, the following are the basics of taxiing an aircraft.

- Normally have the yoke in the full up elevator position.
- Keep your feet off the toe brakes.
- Taxi at slow speed at all times.
- Keep a good lookout.

For taxi in a strong crosswind, the suggested protocol is:

- Cross wind from the left front, use left aileron and elevator neutral. ie wind from the left front, aileron left.
- Cross wind from the right front, use right aileron and elevator neutral. ie wind from the right front, aileron right.
- Cross wind from the left rear, use right aileron and elevator down. ie wind from the left rear, aileron right.
- Cross wind from the right rear, use left aileron and elevator down. ie wind from the right rear, aileron left.

This is summarised in the diagram below.



While NBE is off line and when CXZ is in for the Crankshaft AD in February/March it is even more important to only book aircraft for the time actually required and to cancel bookings in a timely manner. We all should be cognisant of the fact that MAG is a flying group and that other members should have equal access to the aircraft. If you arrive back early from a flight, adjust the booking to reflect aircraft availability if this is practical.

The MAG Board now have a five year rolling plan for replacement of aircraft which has been ratified by the membership. NBE will be replaced in 2012, which is three years away at this time. Discussion on the issue at the 2008 AGM was lively and it is evident that **when** is no longer the debate but **what**.

The Aircraft Replacement Committee surveyed members before the purchase of CXZ and established a preference for a two seat aircraft as the replacement for the Cherokee Archer. A straw poll of members attending the AGM did not reflect this view, supporting a four seat aircraft as the preferred option.

It is obvious that further work will need to be undertaken in this area. As we have a policy to purchase aircraft after the initial depreciation period has expired, it is likely that aircraft that are currently available are amongst the range of possibilities for consideration.

It is interesting to find out that Piper have no plans to produce new Cherokees this year or next year, it seems that they may be concentrating on other sectors of the market.

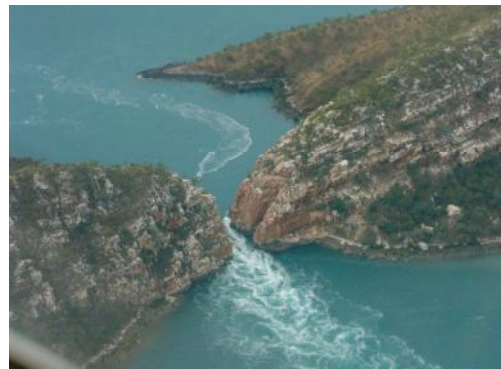
The MAG Board and other members will keep a listening watch on new and existing aircraft sales and availability over the next couple of years and no doubt there may be some aircraft of interest at the 2009 Avalon Airshow.

A friend of mine is having a very large scale model Cessna 182 built in China. The manufacturer has agreed to paint the livery as depicted in photographs of CXZ. It will be quite accurate to scale and you can just see the cowl flap underneath the fuselage as an example. The instrument panel has also been provided and I think that may be included in the final fit out. Apart from demonstrations and fun flying the model will also perform as a tug plane for large scale gliders operating at a model flying field in Wantirna South. (If you are inbound from the north east to Academy, you actually fly over this field. It is marked on the Melbourne VTC.) When the model is finished I will get some photographs taken side by side with CXZ.



That's about it for 2008 so I wish all MAG members a happy and safe Christmas and look forward to lots of flying in 2009.

Peter Cossins



Places to go, things to see