

ACFC Newsletter

The Leading Edge in Asia's Sport Aviation

Issue 2

July 2008

Our Second Issue

Paul Norrie, Editor

Seems like it was only a short time ago that we put together our first issue, time certainly does move on.

In this issue there is a lot of interesting reading. There is an article by our President Terry Hockenull about the latest changes with the management of the club and plans for the Oktoberfest gathering at the club. I have also included information on what your board of directors has been doing to ensure that we continue to remain one of the best recreational flying facilities in Asia.

So please, read on.

Management Changes

Terry Hockenull, President

As many of you know, we have a new incumbent for the position of General Manager. Jeff Hill comes with a wealth of experience and has spent sufficient time with Mel & Nonna acquainting himself with club operations to be able to take over from August 1.

We also have a new administrative assistant Ramonita (Monet) Henson; she will join us full time towards the end of July.

We are all grateful for Mel's efforts in running the club well past his desired retirement date. Nonna has also worked very hard providing administrative support among other jobs for many years, and we are also grateful for her contribution. We wish the best in Mel's retirement and in Nonna's future endeavors.

We are a club of interested and dedicated pilots who fly for fun and enjoyment. To make the most of our facilities we all need to be actively involved in the running of the club. We can no longer expect everything to be done for us by Mel & Nonna so it is essential that you all chip in with your time and efforts when called upon to do so. In the future we will be asking for volunteers to help with projects, activities and functions.

Board of Directors

We now have in place a good group which will be doing their best to help guide the club for the next two years. The board is made up of the following: Terry Hockenull, President and he is assisted by Helmuth Zotter, Boy Guevarra, Art Azcuna and Paul Norrie. If you have any concerns about the running of the club please contact Jeff Hill, Terry, Paul or Helmuth and we will do our best to help.

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Club Progress

The past six months the board has been working hard on your behalf. Items of significance include:

- Change of dues and hangar rental structure.
- Interviewing and selection of a replacement general manager.
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- Migration of the club website from Steve Brigrance's account to the club's own account. Many thanks to Steve for all his work in setting up the website in the past.
- Advertisements placed in Blue Book for June to December. We now offer 4 Trial Introductory Flights (TIFs) for the price of 3. See the attached ad.
- Consultation with an accounting service to introduce the QuickBooks accounting system. This project is ongoing and will greatly assist in tracking income and expenses.
- Installation of No Smoking signs in hangar area.

There are still a number of other projects which we want to initiate. We believe that the club is now on a much better financial foundation and we are optimistic about moving forward.

Website

Paul has arranged for the club's website to be hosted locally allowing us to update and refine the site with ease. We are consulting with a web designer to improve and look and functionality of the site. Not only should our site provide information to members but hopefully, help with both local and overseas promotion and marketing. If any of our members are IT 'Gurus', please let Paul or Terry know. Hopefully we can find someone willing to take on the task of linking our website to other aviation, sports, recreational and tourist sites.

If you have any pictures which you wish to have posted on the site, please let me know at pnorrie@netvigator.com.

Blue Book Advertising

You will see from the ad that the club will now offer 4 TIFs for the price of 3. It is hoped that more interest in the club can be generated plus more revenue, particularly during the traditional slow wet period from July to September. If you have friends that are interested, bring them out to the club.

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Barrio Sta. Maria, Magalang. 25 minutes from Clark, 1 1/2 hours from Manila.

No Smoking Signs

Helmuth Zotter donated his time and efforts to source the signs you now see in the hangar. We want to make everyone aware of the potential fire hazard due to smoking in the hangar. There is fuel in the aircraft gas tanks, vapor from evaporation and volatile chemicals present during maintenance. A hangar fire would be catastrophic both in terms of injuries, loss of life and damage to the hangars, aircraft and equipment.

Please do not smoke in the hangar.

Safety and General Conduct at the Club

There have been incidents of young children being in the hangars, on the ramp and runway areas and around the aircraft unsupervised by adults. Children are welcome at the club but it is the parents' responsibility to ensure their children's safety. Both hangar and ramp are off limits to all children below the age of 16 unless directly supervised by an adult member. Ensure they do not run or play near the aircraft, particularly when the engines are running. Our aircraft represent a significant investment; unintentional damage can occur and this may create a safety hazard to both pilot and plane.

Aircraft must not be fuelled in the hangar area. Ideally, refueling should be done at the fuel shed. The risk of fire and explosion is high; it only takes a moment's carelessness for someone to light a cigarette near an airplane for an accident to occur.

Everyone is welcome to use the club facilities, including the swimming pool and bahay cubos. If you do, please respect other users. There may be children around and, certain adult activities may not be appreciated or understood. Try to keep your clothes on...

Maintenance and Care of the Aircraft

Chris is our chief mechanic and he has the responsibility of overseeing the care and maintenance of our aircraft. He is doing a tremendous job and he has a reputation for not only excellent work, but he is also a good guy. Be aware that Chris and the other mechanics' primary role is to ensure the serviceability of the club aircraft and when required, serviceability of the private owners aircraft. We sometimes we take their good nature for granted and ask them to assist with other tasks such as refueling. When they do this, they are interrupted in their designated tasks. While this may seem small, it does take away from the club. Please refuel the aircraft yourself, or if you are not familiar with the procedure, ask one of the apprentices. On weekends there are two boys from the village who help out with cleaning and general care, they can help.

Chris also has the final responsibility for the serviceability of the aircraft. If he is not satisfied that it will fly safely, then he will not let it go. Please respect his judgment.

On another note, we had a lucky escape with the Club's S-12 a couple of weeks back. A coolant leak caused the engine to seize (on finals) however the plane was brought safely in to land. It is worth reminding all of our pilots that engine instruments will give the earliest indication of engine problems. Reading these instruments as part of the instrument panel scan is essential to safe flying. Not only proper monitoring of the instruments will contribute to a safe flight, but also a thorough preflight check. This includes a visual inspection of the aircraft and engine, plus all fluids such as fuel, oil and if installed, coolant.

Treat the club's aircraft engine as you would treat your own engine. This means that a reasonable time has elapsed from initial engine start to advancing the throttle for taxi and especially for take off. The engines do require a warm up period, especially two-stroke engines. Thermal shock can take its toll on internal parts and the resulting destruction of critical components such as bearings can lead to a nasty surprise on take off and initial climb.

Fuel Surcharge

You will note that there has been an additional surcharge of P300 per hour added to the rental of Club aircraft. As we all know the price of fuel has risen substantially over the past year. This surcharge will partially help to offset the rising cost that must be paid at the pump. I believe you will find that the club's prices are still very competitive compared to what may be found elsewhere.

Oktoberfest

The club has traditionally held an 'Oktoberfest' towards the end of the year. Members and families have been invited to come to the club on a Sunday (in October) for a fun filled day of flying activities and food. This year, we are hoping to do something a little more adventurous which will provide both flying and non-flying members the opportunity of attending what we hope will become an annual 'open-day'. Rather than restricting activities to Sunday only, we would like to invite members and non-members to come to the Club on Saturday. Flying activities will include an aerial 'treasure hunt', spot landing competition, flour bombing and ribbon cutting (with prizes!).

In terms of flying participation, we are hoping to be able to secure a waiver to get as many GA aircraft into the field as possible (and have them participate in some of the flying activities). There is also the possibility of getting a hot air balloon or two for Saturday afternoon and we may be able to impose on Bill Wright and other aerobatic pilots to provide some flying demonstrations.

Provisional dates for the event are the weekend of 25/26 October, with alternate dates of November 8-9 (in case of bad weather).

We are also considering inviting a number of other groups to participate including the Mad Dogs Motor Cycle Club, Porsche Owners Club, the Classic Car Club of the Philippines, radio-control modelers, the Kite Association of the Philippines and a number of other interest groups. We will also arrange other (non-flying) competitions.

The event will kick off on Saturday morning (from 8:00a.m.) with a good Aussie/English Breakfast served up until 11:00 a.m., then hamburgers, hot dogs and other food and snacks. After the flying is over for the day we will have an early evening Beer & BBQ. For those who are interested, an area will be set aside for camping.

For Sunday, we are planning a 'fly-in' breakfast to Panique or Manny's field (about 30 miles North of Woodland Airpark). We will send the 'catering truck' ahead with suitable equipment (to cook the breakfast) and fuel for those aircraft which need topping up for the return flight to Woodland.

It is early days yet. However, if we are to succeed with this great opportunity to reacquaint members with the club, allow other interested groups to get a taste of what we do and to have a great weekend event, we will need to start the logistical planning as soon as possible. We need volunteers to pick up some of the responsibility for the organization of the event. Remember, we don't have Mel's untiring efforts this year! So please email me (terry@charteris-inc.com) or Jeff at the club with ideas or offers of help and assistance.

Restaurant

We are looking at making some major changes to the food that is served in the club restaurant by moving away from the fry-fest we are all so familiar with. The first step is to clean, repaint and reequip the kitchen. We are hoping to include some pasta dishes, curries, pies and other hearty fare in the menu. Helmut Fink has volunteered to head up the project. Again, your suggestions, ideas and help are needed.

Cross Country Flights

A number of us have made some quite interesting flights around north Luzon and further afield. As we all gain more experience, we have been exploring other interesting and exciting destinations. A special thank you must go to our Air Transportation Office liaison Edmund Montanes who has been tirelessly obtaining 3 month permits for our planes enabling us to visit previously prohibited destinations.

Some of you have sent to me articles and pictures of your trips. I have them and will publish them in the near future. In the meantime, please continue to send in your articles, pictures and stories so that all of the members can enjoy.

Finally

The Air Transportation Office formally changed its name to the Civil Aviation Administration Office of the Philippines (CAA) with effect from May this year. While the changeover has been taking place, aircraft registrations have been issued on a monthly basis rather than for 12 months. According to ATO, submission of your previous (monthly) registration or new applications for renewal will now be issued for a full year. Until such times that the CAAP has redesigned and issued forms, the old ATO application forms and requirements should be submitted. Our thanks to Edmund Montanes who has been so willing to support both club and members in the submission, processing and collection of aircraft registrations.

Remember, this newsletter is our way of disseminating information to all of our membership. Your flying experiences, safety tips, photographs or general articles about the club's operation and future will all be considered for publication.

That's all for now, please continue to volunteer your time and effort at the club,

Best regards,

Paul Norrie

