The Christmas Issue
Paul Norrie, Editor

The dry season is well and truly with us and so is the Christmas season. The Philippines has the world’s longest Christmas season, beginning in September and continuing through to January. Many people take vacations at this time of the year and here at the Club we notice an increase in the number of overseas members and visitors. Aircraft utilization and flying hours go up as the fine weather returns. With the winds from the northeast, know as the Amihan in Tagalog, the days are clear and dry. Friends that we have not seen in many months are back and we welcome them all.

Enjoy the fine weather.

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Useful links:
Angeles City Flying Club
http://www.angelesflying.com/

Yahoo Groups ACFC
http://groups.yahoo.com/group/acflyingclub/

Al Malcolm’s Yankin’ and Bankin’
www.yankinandbankin.com

Club Affairs
Terry Hockenhull, President

We have finally reached the last stretch of 2008 and it is certainly a year to look back on as being a major milestone in the Club’s history. This is the 5th and final newsletter for 2008. As you will see, it is a ‘bumper’ issue containing information and articles of interest to everyone.

Let me start with my own personal (and I’m sure the rest of the club members’) congratulations to Al Malcolm on his engagement to his long-time honey, Arlene on Sunday 23rd November in the Club’s S-12 at 1000’ over the runway! For those of you who don’t know the ever irrepressible Yankin’ and Bankin’ Al, he joined the club 5 years ago, was bitten by the flying bug, has steadily worked his way up to a commercial airline job and will soon to be gracing the cockpit of a Tiger Airways Airbus A320 flying regional passenger flights. Hopefully we will see more of Al on his days off when he can hop over from his home base in Singapore to Clark Field and on to Woodland Airpark. (Al’s personal account follows).

Inside this issue
1 Club Affairs
4 Introducing the ACFC Staff
5 Thank Heavens for Little Girls and Wing Commanders
8 Aircraft for Sale, Rotex 503/582 Operating Procedures
We end the year in sound financial shape. Just a reminder that annual dues for the year 2009 should be paid on or before 31 January, 2009. I’ve already paid mine; I just hope Santa leaves me enough to settle the hangar rental which is also due by the end of January for my plane.

Work is ongoing in the hangar at a respectable rate. Wolff Heinrichsdorff’s Petrel has finally arrived and has impressed everyone who has seen it. The wings are still off while everything is prepped for a fresh paint job, the fitting of radios and GPS and minor modifications to make the plane suitable to fly from Wolff’s beach-front property in Tacloban, Leyte province. Wolff is also to be congratulated for importing his aircraft into the country and through customs without succumbing to excessive duties or ‘other unnecessary payments. It goes to prove that with planning, it is possible to get an aircraft here with vat and duties at the fair rate of 15%. (The first newsletter of 2009 will have an article by Wolff reflecting on his flying experiences, buying the Super Petrel and shipping it to the Philippines).

Dave Harris has now bought one of the Club’s Hawks with the 4-stroke HKS motor. This is currently being stripped and prepared for a fresh set of sails and new paint job.

Helmut Fink has expressed interest in acquiring the GT400 which is currently out of service due to torn sails. We are hoping to import fabric from Hong Kong over the next 2 weeks and to get sail sets sewn in-house for both the Hawk and the GT400.

Alan Steven’s Drifter is well on its way to final construction. This aircraft, formerly the white Drifter RPS1451, is being built alongside Chris Parker, Alan Nash and my Drifter, formerly red Drifter RPS1452. For those of you who are interested, the white Drifter is currently being assembled in Hangar 1, closest to the office by our club mechanics and the now yellow Drifter frame is receiving the tender ministrations of Chris Parker in the covered area at the end of Hangar 3. Some of you may have looked at various kit aircraft and wondered, “I wonder if I could assemble one of those?” Well, Chris Parker is doing a wonderful job working from the assembly manuals and with help and advice from Chief Mechanic Chris Tulabot who is still hobbling around on crutches and wheelchair bound for the long ride between hangars 1 and 3. As Chris Parker says, “It is a learning exercise. Nothing is particularly difficult to accomplish on my own and I am learning a lot about airframes and engines in the process”.

A note of thanks here to Jay Cook. Most queries made by club members about airframes, avionics and engines are invariably answered with, “You better ask Jay about that.” Thanks Jay for sharing your time, energies and advice while helping the rest of us engineering paraplegics get it right.

The Stearman seems to be moving ahead at a steady rate. Stringers and forms have all been fitted to the fuselage and wings and all are in the process of final covering and painting. Thanks also to Tom who shares his knowledge and skills, not to mention his tools, to help the rest of us out.

No news on Helge’s proposed new acquisition. Last newsletter it was one of the Hawks. Before that the Challenger. He is presently off to Smorgasbordland for the Christmas season and promises to make a final commitment to buy a plane there, or here or Cebu by
the time he arrives back in the Philippines in early 2009.

Klaas Tilma, our newest pilot is currently negotiating a deal to buy Tony Castillo’s Quicksilver. Brothers Laurens and Gerri Meyer are hoping to find a Rans S12 to add to the 5 already hangared at the Club.

Anthony Lonsdale, one of our long time members and owner of the orange SeaRay, which met its demise about 4 years ago after a hull separation while doing a water landing, has now bought himself a new Aerodyne SeaRay which is on its way from the USA to U.K. to have avionics and some specialist gear fitted. Once this has been done, the aircraft will come to the Philippines to be used for underwater treasure hunting work in Mindoro.

Allen Low, Northwest Captain, member and occasional visitor to the Club during his Manila layovers, has found an excellent S-12 sitting in a hangar in Spain. Last word from him is that he will probably buy it and ship it back to the States, ending up with a very pretty airplane to fly in his spare time. I doubt he will find the same camaraderie as he gets at the Angeles City Flying Club.

The safety of our Club fleet and privately owned aircraft rests in the hands of our mechanics and assistants. Please respect the work they are doing on other people’s airplanes. Just because you need something is no reason to interrupt what may be a critical task on someone else’s plane. They are generous with Club tools and equipment and will normally lend these to members if required. But please don’t borrow tools without asking, or remove parts or equipment from the hangar or storage areas. And if you do borrow something, please return it as soon as you are finished with it. Lack of tools at best causes delays and at worst, may results in an incomplete job endangering flight safety.

The club maintains a stock of some of the more commonly used aircraft parts. Two things happen when these are ‘borrowed’ from stock. Firstly, if we don’t know it’s gone, we can’t order replacements and the parts will not be available when needed. I’m sure no-one wants their aircraft grounded for 6 weeks while they wait for a part to be ordered and shipped from USA. Secondly, the Club loses revenue. Please let Jeff or a mechanic know if you need stock items.

Thanks to both Al Malcolm and Paul Norrie for bringing the latest safety issues to my attention. There was an incident recently where two experienced pilots started the Club S12 with the throttle left in the advanced position. This resulted in the aircraft moving forward unexpectedly. Fortunately there was no damage to aircraft, pilot and passenger or people on the ground; but there could have been!

The correct procedure for starting the engine involves the following procedure. Ensure the mag switches are off and throttle fully closed, engine primed and choke open for cold starts, visual check around the aircraft, turn mag switches on, call ‘CLEAR PROP’ loudly enough for bystanders to hear, hand on throttle with minor advancement when required, and start the engine. Please remember to keep engine revs low until the engine temperatures start to climb. The choke, if used, should be slowly closed immediately after the engine is running smoothly. Rotax’s recommended engine start procedure is contained later in this newsletter.

The second incident involved the same aircraft. The pilot was told that pre-flight checks had already been done by another pilot who had cancelled his flight. Fortunately, he did his own check and found the radiator cap removed and lying on top of engine. Consider the following. The radiator cap could have vibrated its way off the engine on take-off and hit the prop shearing a blade or putting the whole prop assembly out of balance and this could have resulted in a fatal accident. The other possibility is loss of coolant leading to an overheated and seized engine. This is not a reminder to check to see if the radiator cap is on correctly; it is a reminder to do your own pre-flight checks and do them thoroughly. It’s no good saying, “The other guy told me he had done the checks” when presented with bill for an expensive repair or even worse, death or injury to pilot and/or passenger.

I’m trying to keep this light and don’t want to harp on about so many safety and other critical issues. But I will include a reminder again here. The Pilot in command (PIC) takes full responsibility for the aircraft he/she signs out from the Club. If the aircraft is not returned to the hangar in the condition it was taken, the PIC pays for recovery and restoration of the aircraft. This is clearly written on the sign-out log sheets. We have a Dedicated Fund of P200 per hour of flight
however; this fund is only to be used for repair or restoration of damage caused by factors completely outside the PIC’s control. This doesn’t include weather!

It’s going to be another year of fun and flight at the 14th Philippine International Hot Air Balloon Fiesta which is set for February 12-15, 2009 (Thursday-Sunday) at Diosdado Macapagal International Airport (Clark Airbase) in the same location as last year. It is the country’s biggest aviation event and our participation as the leading sports aviation facility in South East Asia is expected.

To give you a taste of what to expect this year, there will be up to 20 hot air balloons from different countries. Pilots from all over the world will fly into the Philippines to join their local counterparts in this breathtaking event. In addition to daily flights of the hot air balloons, other activities will include skydiving, daily flag jumps (a skydiver jumps with the Philippine flag while the National Anthem is played to the start of the day’s activities), ultra-light fly-pasts and bomb dropping competitions, aerobatic displays, light aircraft fly-bys and fly-ins from many of the participating flying schools, remote controlled airplane exhibitions, balloon bursting competitions, helicopter fly-ins and exhibitions, rocketry demonstrations, kite flying exhibitions and more.

I have been asked to sit on the organizing committee this year and will be doing everything possible to ensure that we can showcase our club and aircraft. However, this requires member’s participation. We need pilots to do the fly-bys and flour bombing activities as well as qualified pilots to fly TIF’s. Our booth will have a couple of static aircraft displayed and this will have to be manned throughout the 4 day event. I’m hoping we can also get our marketing girls in their uniforms involved to hand out brochures and help with the manning of the booth.

We do not have enough regular employees in the Club to give a creditable presence at the event. So we need you! Jeff will be keeping a list of volunteers. Please email him or me and let us know what you can do for the Club and the event. We will need 1”x1” photographs which can also be emailed for identity tags for all participating members.

I guess this wraps it up for 2008 other than a reminder that we have our AGM scheduled for January 29th, 2009. We have a lot of planning to do and many decisions to make. It is your Club; please get involved so we can look forward to another great year.

To all our staff, members and occasional visitors, may I take this opportunity to wish you all a very Merry Christmas and prosperous New Year.

Introducing the ACFC Staff
Monette Henzon, Office Manager

Hi, my name is Monette Henzon. I joined the Angeles City Flying Club in July of this year and occupy the position of Office Manager. My duties include administration of club payroll and accounting records, cashier, banking, bank reconciliation, maintenance of files, monthly statements and documentation including being the authorized representative to transact and handle matters pertaining to the club and employees requisites to SSS. Phil health, Pagibig, BIR and the SEC.

An important and enjoyable side to my role is attending to the needs of members and ensuring first timers that frequent the club are made welcome and are catered for.
I first started working at a Duty Free Shop in Clark as a Cashier and stayed there for a year. I transferred to Little Wonders, Inc., a manufacturing company that exports educational soft toys to various countries. My position was the Administrative Officer for eight years. I handled almost all of the transactions encountered during the operation. I have enjoyed my stay at Little Wonders. My employer and co-employees treated me as one of the family. I will never forget the experience and memories I had with them. They have taught me a lot in terms of work and working as a team. I’m forever grateful.

In 1996 I achieved a Bachelor of Science Certificate in Accountancy at the H.A. University in Angeles City.

I am married with two children, 12 and 9 years old, and live in Angeles City. My interests are my family, flying, and good friends.

Now that I’m here working with Angeles City Flying Club, I hope to somehow share and offer myself in the success of the company. I look forward to meeting all members and visitors at the club, and wish all a very Merry and safe Christmas.

Thank Heavens for Little Girls & Wing Commanders

Al Malcolm, Yankin’ and Bankin’

Last Sunday after completing my simulator check ride in the Airbus A320 in Singapore, I came back to the Angeles City Flying Club. It was good to get back behind a real steering wheel and do some yankin’ and bankin’. Firstly, I had to get my plane ready for the air as it had been lying around for 8 weeks while I was being tortured by my simulator instructor. In Singapore I had been learning about the Airbus A320 and why it doesn’t have a steering wheel but instead a 20 year old computer. Fortunately, it never crashes or displays the “blue screen of death” and asks you to reload Windows while flying at 39,000 feet.

I also had a ring in my pocket to help me pop the question to “Flying Arlene” and I was wondering how I would do that. I had thought of catching a butterfly and putting it in the ring box and taking her out to the middle of the runway and asking her there; wouldn’t it be nice as she opened the box and the butterfly flies out? What a surprise! However, I did not relish the thought of running around the club with a big net trying to catch a butterfly and I didn’t even know if they were in season. Knowing my luck it would be dead by the time she opened the box and would accuse me of cruelty to animals.

It then dawned on me that it would be fun to ask her in the air, but the GT 500 is tandem seating and that wouldn’t be very personal. I decided to rent the Club’s S12 because if it wasn’t for the Club I wouldn’t be where I am today (and where most people were 20 years ago). We took off and climbed to 1000 feet over the runway and I said to Arlene “You have control”. A few squeals later she grabbed the stick and managed to keep it level long enough for me to dig into my bag. Just as I pulled out the ring I had a great feeling of apprehension, just like the time when I was a kid and got my foreskin caught in the mangle. She accepted the ring and said “Yes” as I looked into her pretty face.

All was well and then we headed downhill for runway zero eight at Woodland.
Club members were there on the apron to congratulate us, which was greatly appreciated, and Arlene showed off her engagement ring which barely fitted on the end of her pinky finger. They have a different measuring system in the Philippines compared to the rest of the world, ahh only in the PI eh?

The wing commander Paul Norrie then announced that he had put in a flight plan for Plaridel via the meat factory at Pampanga’s Best, so having proposed to my honey, it was time to get on with some flying. Paul and Eime left in his XAir while Arlene and I departed in my GT 500 in good weather to fly over to Pampanga’s Best airstrip as they were having some friends round for shooting practice, barbecue and flying around in their Robinson helicopter.

On arrival we flew over the meat factory, Paul announced he would fly around and take some pictures so I commenced my approach first. I set up the approach in the computer, completed the descent checklist and called the cabin crew to landing stations (oh no, wait, that’s another plane). I entered a left downwind for runway 32. I identified the runway with the windsock on the left side of the runway near the threshold, configured the plane and at 200 feet checked the gear down and (oh wait, the gear is always down), then over the radio came the voice of the wing commander with “Wrong runway, go around! Airbus training then proved valuable and I automatically said to myself “Go around, Flaps” and carried out the procedure. After a level off and a turn to downwind Paul explained that, yes indeed, I had been heading for a landing area, however that landing was only meant for a helicopter! The runway was, in fact the adjacent field with a big line of trees between them. I was on the wrong side of the trees! Thank heavens for the wing commander!

Paul landed and I followed his plane in, we parked beside the trees near the shooting range. We joined the party there and watched as there were shooting at targets, enjoying a great barbeque and flying around in their helicopter. Darius Hizon, the owner was delighted to see us and was a generous host.
It was all done in a safe and friendly environment. There were quite a few general aviation helicopter pilots there also and it was nice to meet them all. Darius has a great facility there, a bit like Woodland but more geared towards recreational shooting and helicopter flying.

Darius kindly assisted Eime in trying her hand at shooting. With great determination she was soon making lots of big holes in small targets.

By 2:30 it was time to head down to Plaridel so we thanked them, invited them up to Woodland for a fly around there, and jumped in our planes. Oh dear, the GT 500 battery was flat, hmm, hand start? Well, I've never done it before but I have seen the mechanics do it many times so I figured that it couldn't be that difficult. Paul and I discussed the technique and I gave it a go after a few practice throws, but no response from the engine. Paul then tried it, he is about 100% stronger than me after 25 years of an hour a day in the gym, but even his strength could not coax the Rota 582 into life. After a bit of head scratching Paul ran off to find Darius and asked if he had a set of jump leads and a battery. 15 minutes later Darius and Paul appeared with some heavy wire and a truck to give us a bump start. Of course, at the first turn of the key the engine fired and while it idled I screwed the nose cone back on before the engine overheated on the ground.

We departed without incident and headed straight back to Woodland after a great day out. Thanks to Darius Hyson at Pampanga's Best for inviting us over and showing us his facility and letting us join in the fun. I hope we can visit them often and they are always welcome at the Club for a flight in our ultralights.
Aircraft for Sale

Jeff Hill, General Manager

The new Challenger II which was assembled in the Club has been for sale for some time now. The owner has reduced the price to $10,000, not including GPS and radios. The plane has the Rotex 503 engine and the only hours on it are from the test flights. This plane would be good value for someone who wishes to have a reasonable plane at a decent price. Please get in touch with me if you are interested in this plane. (Both Terry Hockenhull and Al Malcolm have flown the Challenger and report favorably on its handling and performance.)

Rotex 503/582 Operating Procedures

Paul Norrie, Club Member

The following information is provided to give our members further guidance on recommended operating procedures for the Rotex 503 and 582 two stroke engines, both of which the Club operates. Please consider using this information when starting the Club planes, it may give you a better probability of a successful start.

Engine Start

WARNING: Do not take the engine into operation if any person is near the aircraft.

On cold engine, apply choke fully. Ensure idle position of throttle valves. (Opening the throttle will greatly reduce the choke effect resulting in hard starting).

Make sure ignition switches are on and that you can switch them off instantly if necessary. Pull starter until firmly engaged and then pull smartly through.

CAUTION: If the aircraft is fitted with an electric starter, activate starter for max 5 sec only (without interruption), followed by a cooling period of 2 min. (Prolonged use of the electric start will burn out the solenoid!)

The above procedure should be repeated until engine begins to “fire”. As soon as engine starts, shift the throttle to low speed and remove choke as soon as possible. Prolonged use of choke can cause engine to flood.

WARMING UP PERIOD: Start warming up period at 2000 rpm for approximately 2 min, continue at 2500 rpm until operating temperatures are reached.

Verify temperatures and pressures are in operational range during pre-take off checks and immediately prior to take off.

The Club will be closed on Wednesday 24 December, Christmas Day
Thursday 25 December, Wednesday 31 December and New Years Day 1 January 2009.

That’s all for this newsletter. Have a safe and enjoyable Christmas.

Paul Norrie