



The Leading Edge in Asia's Sport Aviation

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Al Malcolm's Yankin' and Bankin'

www.yankinandbankin.com

Club News

Terry Hockenhull, President



It's three months or so since the last newsletter went out to you all and a lot seems to have happened since then. The club buyout, which we were on the verge of accomplishing the last time I wrote has now pushed ahead. These are exciting times. We have a secure future at Woodland Airpark and I would like to extend a very big thank you to all who have put money into the venture to see us in good shape for the next couple of years. Also, my thanks to those who looked carefully and objectively at the plans and proposals but financial constraints prevented investment. I'm not going to harp on about this too much but those naysayers who sought dampen everyone's enthusiasm with negativity certainly don't get my thanks.

At the end of the day, we have an investment group comprised of like-minded individuals who all want to guarantee the future of the Angeles City Flying Club and to ensure we will have somewhere to hangar and fly our aircraft.



I think it is fair at this point to explain a little about the deal and how it will impact all members (including the investors). The purchase of Woodland Airpark, fixed structures, club aircraft, maintenance tools & equipments and our spare parts inventory required a large downpayment with the balance due over the next five years. The outstanding balance will be furnished in part from revenues generated by the club.

I guess the question on everyone's mind is how this is going to happen. From the outset and throughout our planning we have been adamant that the buyout should not impact on the day-to-day operation of the club. Neither should it result in the raising of rentals, fees, dues and membership. This is not to say that our present prices will be held at current levels forever. Of course we must take inflation, overall operating costs and gasoline prices into consideration. However, we will not raise prices simply to generate funds to pay the balance of monies owed to the sellers.

The key is to make the club more successful; to try to get more people to join the club, fly with us, buy aircraft, rent hangar space, etc. And we can also do a lot more to generate additional revenues by renting out the club facilities to corporate groups who need a venue for parties, teambuilding and corporate events or product launches. (We have done this in the past with Acer Computers, Feati, Mitsubishi, etc. which have all been highly successful events with a good turnout and perhaps more importantly, generated significant revenue for the club.)



The Recent Arrival of Ben Mason's S-12

One of the decisions we are currently looking into is the prospect of acquiring additional hangar space. As many of you know, moving around inside the hangars



Dave Balman's Pipistrel

is getting increasingly difficult. Ben Mason has just received his new S-12 (RP-S 100). Dave Balman has a Pipistrel (wings off). My S-12 (with Chris and Alan) now has its wings reattached after a long delay (since February when I had my little off-field excursion). The plane has now been fitted with a replacement 96hp Rotax 912). The three of us should shortly see the old Red Drifter (now in Blue, Gold and Silver) back in the hangar in a flyable condition.

Hideki's S-12 is also in a flyable condition after a strip down (after arrival from Germany early this year), repaint and the addition of a new nose section. (I did the initial test flight immediately after the aircraft was



A Great Paint Job on Hideki Noguchi's S-12

delivered and again after Chris Tulabot and his boys had their sweaty little fingers all over it.) It has a great paint scheme (matching one of Hideki's RC aircraft) and now flies as well as any of the other S-12's in the club; not something I could say when I first took it aloft. A great job by our mechanics; something we often take for granted but I am increasingly hearing that our mechanics do a fine job!

We also have a number of other members who are talking about bringing in new aircraft. Alberto Montaglieri is importing a Sirius from the Czech Republic and Anthony Lonsdale awaits the imminent arrival of his new Sea Ray. One of our newer members, Alby Mangels is also looking at bringing in a Sea Ray from the US.

We have been led to believe that Nestor De Castro's Genesis may be sold to one of our newer members and hear that Art Azcuna has recently bought Mike Lorza's X-Air. This will leave 'Luuverly Luuverly' with an uphill struggle to get TIFs to sit on his lap in his single seat GT400!

Paul Norrie's X-Air has been in pieces for many months undergoing a major overhaul and being fitted with a new suit of mylar sails. Paul's plane is airworthy once again and is now taking up it's customary space in the hangar.

Our radio control buddies seem to increase the amount of hangar floor space used for all of their highly sophisticated RC models. We've seen Toti Alberto on a couple of occasions flinging one of his jets around the skies above Woodland. For all of you who have not seen these jets, they really are a sight to behold. Introduced to the Philippines over a year ago, Toti and friends put on a stunning show during the Hot Air Balloon Fiesta. We get treated to the same as a private audience. Cool!

Talking of the Philippine International Hot Air Balloon Fiesta, you will be pleased to learn that the festival will go ahead next year between 10-13 February, 2012. The last Balloon Fiesta involved a huge amount of planning; unfortunately, many of the agencies in Clark who ultimately benefited from hosting the Balloon Fiesta did little to make the organizers' job simple. For this reason, a lot of thought has gone into the decision whether or not to hold the Fiesta next year. Fortunately, all of us who are involved from the organizational side still fully support the initiative and feel it would be a shame if what is now the largest single event in the Philippines is discontinued. Who knows, maybe the new Government will do something to stamp out the corruption and backhanders asked for by some of the agencies involved? Anyway, you now have the dates. For those of you who live outside of the Philippines, please mark it in your diary. ACFC always puts on a splendid display and this next Fiesta promises to bring even more crowds. We showcase what we are justifiably proud of doing. Whether you fly, help out on our display stand or get involved in the

initial planning and organization, your participation is definitely needed.

We don't seem to have done too many cross country flights recently. As I have already mentioned my RPS-1257 has been in the hangar for over 5 months undergoing an engine change and general overhaul. So too with Paul Norrie' X-Air. Al Malcolm has managed to get across to the club for some extended breaks (from Singapore) but weather and pilot availability has put paid to planned trips. Helmut Fink seems to have taken a shine to ducks, cows and all things agricultural keeping him away from the club for the last six months. And of course, Marc O has only recently returned from curryland only to take off to Oz for a couple of months!



Lake Woodland - Great for Amphibs!

The weather has hardly been conducive to long flights and rainy season has started in earnest. Last month, a week's worth of heavy rain (which apparently fell in 2 days) flooded the end of runway 08 to a depth of three feet. Wolff Heinrichsdorff who had just arrived back from West Germany came up to the club with me and we seriously considered taxiing his Petrel to the end of the runway and attempting an amphibious takeoff! The creek by the side of our access road was full all the way to the top and generally things looked a bit soggy. But like so often here in the Philippines, the following morning was much brighter

with no rain and the water had mysteriously drained away overnight. The rain does leave the end of both 08 and 26 a little damp and taxiing in these areas immediately after rain can chew the runways up pretty badly. When weather demands landing on Runway 26, please make sure you land about a third of the way down the strip otherwise you run the risk of tearing the gear off the plane and getting a face full of mud in the bargain!

Anyway, back to cross country flights for a couple of minutes. We had planned a lengthy trip for early July but aircraft and pilot availability resulted in a postponement of the flight. However, we are now planning to do the trip in Early December. Alastair and I are working out the route but we have provisionally looked at Woodland, Corrigedor, Manny Barrarradas' Strip in Tanuan (Batangas), Calapan, Mumburao and San Jose (Mindoro), Caticlan, Ilioilo, Dumaguete, Bohol, Cebu, Biliran, Tacloban, Catbalogan, Calbayog, Legaspi, Naga, Daet, Lucena, Plaridel and home to Woodland. The trip will likely

take about 10 days. The idea is to get about 2 hours flying done each day (early in the morning to beat any bad weather) and then enjoy a day chilling out in a new destination. The Mayor of Tacloban has promised to 'entertain and welcome us to his City'; Brian Pine will take care of us when we are in Dumaguete (He's one of the pilots joining the trip in his Challenger.) and hopefully, if Helmut Fink can leave his ducks alone long enough, he will similarly host us in Lucena!

About seven pilots and aircraft have so far signed up for the trip including Wolff Heinrichsdorff, Al Malcolm, Brian Pine and myself. We certainly welcome any of you who would like to join this epic trip providing of course that you have the requisite experience and an aircraft that will handle flights of two hours with a cruise of at least 60mph. We also have offers from a number of more experienced pilots to come along for the ride and act as check pilots. So even if you have less experience, we can pair you up with someone who will make sure you don't get lost!



Our Proposed Cross Country Route - 1,000 Miles (Subject to Change)

Message from the Safety Officer

Chris Parker - Safety Officer

Greetings to you all from your new Safety Officer. I was appointed to this position months ago but I have been off to Australia navigating a pleasure yacht for a couple of months and could not contribute until just recently.

My first job was to review the existing safety documentation and this has been completed. We have pretty good procedures in terms of flight management so there was not much to do there other than ensuring that we are following procedures. One stand out item was our refuelling procedures. Over the years we have become lazy and refuelling aircraft in front of the hangars (yours truly included) has become an all too common occurrence. In order to protect our aircraft and personnel we can not continue this practice so your cooperation is requested. Storage of fuel in the hangars and refuelling of aircraft in the hangars or on the apron is no longer an option. We have a great fuel storage and refuelling area so please use it.



Club Safety Officer
Chris Parker



"It's worse than it looks.
That's the safety inspector."

My next project is to review our emergency procedures. I have already written a formal emergency procedure for the club. This will really only affect local management and employees and will require some training for those involved. A procedure for accident/incident response and casualty management will follow shortly including training for local employees. Luckily I specialize in writing and training in these subjects so this should not be a problem.

I have also been doing some work producing formal quality assurance (QA) procedures for common maintenance tasks and general club activities. The result of this will be that some of the more questionable activities (seen in and around the hangars) will soon be a thing of the past.

Finally I invite all members to report any safety-related items that you would like to be addressed to ACFC management or to me directly for review. I look forward to your input and thank you for your cooperation for the good of all at our club.

COURAGE

*Courage is the price that Life exacts for granting peace.
The soul that knows it not, knows no release from little things;
Knows not the livid loneliness of fear,
Nor mountain heights where bitter joy can hear
The sound of wings.*

*How can life grant us boon of living, compensate
For dull gray ugliness and pregnant hate
Unless we dare
The soul's dominion? Each time we make a choice, we pay
With courage to behold the resistless day,
And count it fair.*

Amelia Earhart (1898-1937)



Tony Willis

Our 'Flying Fiestas' are always fun for all participating pilots and guests. However, our club employees are usually up with the larks getting everything ready for a busy day! Our first event this year was held on May 14-15.

The day promised to be a scorcher with our guests drifting in throughout the morning. We had a number of TIFs to fly so pilots were kept busy throughout the morning. Harold and Angel pulled out all of the stops to put on an excellent luncheon which was enjoyed by all. Now at last, we could get down to the serious (and hotly contested) flying activities for the afternoon.



Another excellent lunch spread!

We kicked off with a balloon bursting competition. Scoring was half a point for a hit and a full point for a burst. Three balloons each (three passes) saw both Terry

Hockenhull and Peter Heilveil score a most respectable two and a half points each. Allan Nash and good old Boy G both scored one and a half points with Ron Millhench and Tonet Rivera (in his clunky tin can) both washing out with no bursts or hits! After watching from above Norman Surplus in his gyro successfully 'killed' two of the rogue balloons and even though he had not entered as an 'official' competitor, he was allowed to complete a third run where he scored yet another 'kill'! A shame he had not entered his name!

Paul Bankowski wanted to participate in the Balloon Bursting competition using his parasail! The only way he could think of bursting the balloons would be to grab them in his teeth.

It was then onto the flour bombing and with scores to be settled, the six competitors loaded up with bombs and bombardiers. Ron was the first to go and try as he might came nowhere near the target. This was despite a pass over

the target at about 5' (and not the 50' demanded by the rules)! Tonet also gave it his best (again) but as we all know, aluminum foil is better wrapped around a Christmas turkey rather than aircraft wings! Allan Nash managed to get one bomb onto the score zone with a twenty five. Terry Hockenhull and Eric Stevens (bombardier) trounced the competitors with a score of one hundred and five. Modest Eric puts the win down to the excellent pre flight briefing from Terry as he had never seen flour bombing before.



Paul B - Banned From the Event!!

The last round was the spot landing and Terry was sure he would walk off with a win again! He came very close to doing just that! On his last run he came within eight inches of the line. Then in swooped Peter Heilveil who on his second run put the wheels on the line. Sadly Ron, a shadow of his former self (Joke LOL!) failed to get close to the line but made a well-spirited try.

By this time Tonet was sulking in Hangar 3 applying a 5th coat of wax



Peter Heilveil for Spot landing!



Paul Bankowski Wraps up the Day with a Flight in his Parasail

polish to his little Cessna. We tried to encourage his participation but Tonet has enough trouble finding the runway let alone a two inch line! By this time the sun was going down and we gave the ribbon cutting a miss. We could see the relief on Tonet's face!

Paul Bankowski managed a late evening flight to wrap up the day whilst the rest of us engaged in some rib-poking fun, a dip in the pool and a few cold beers. It was about 7:30 pm before the last stragglers left and the returned to peace and quiet for the night.

Sunday was also an extremely busy day. One hundred and

ninety leather clad motor cyclists from the BMW Motor Cycle Club arrived at about 8:00 a.m. The Manila Chapter of the Mad Dogs were out in force too! All had come to say farewell and attend a memorial service for one of our past members, Miguel (Mike) Soza. Mike was a frequent visitor to the club (on his big BMW) until 2007 when he was diagnosed with cancer. The disease finally got the better of him. It was a moving ceremony and after the release of white balloons a hearty breakfast was enjoyed by all.

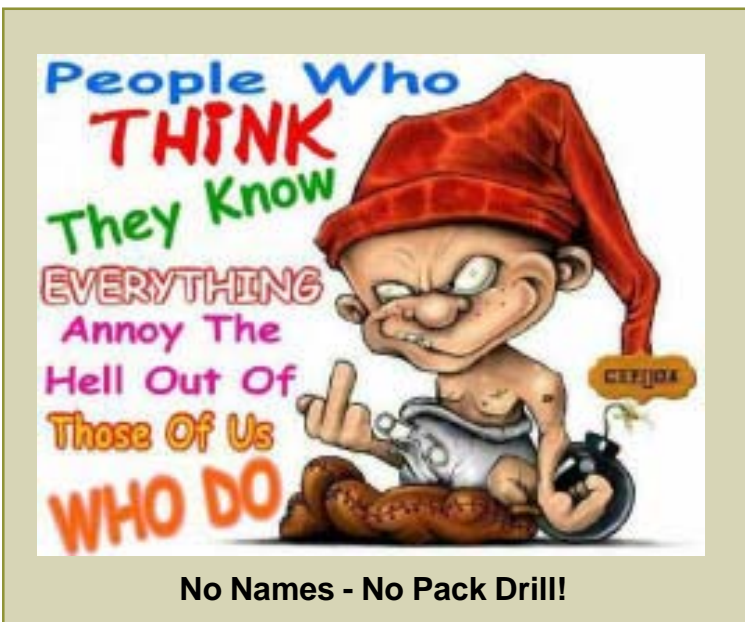
We were surprised to see every street corner from the expressway to the club manned by combat clad PNP (with many of them in attendance at the club too!) I know our club President is a very important person, but that is going too far! It turned out that in amongst the bikers were some high ranking PNP offices and other VIPs. After showing the bikers what real men do in their spare time and trying to entice them into our aircraft (even if just to take a TIF; which many did), the crackle of exhausts faded into the background as they set off back to Manila in the late afternoon with a strong PNP escort down the expressway.

For this two-day event, we were lucky with the weather. A spot of rain here and there on Saturday (during lunch) but it generally stayed fine with very light winds. Just a friendly reminder; we send out invitations for club events so the right amount of food can be prepared. It was disappointing to see Harold prepare a

great lunch for the fifty souls who promised to attend only to have thirty-five turn up!

Having said that it was a good weekend enjoyed by all. We will be planning our next event in October/November and will notify you all with invitations and update in the next newsletter. Do try to attend; this really is an opportunity to meet your fellow members and engage in a couple of fun-filled flying days.

We will be preparing trophies for future competitions and it could be your name that graces one of these 'prestigious' awards. You won't get to keep them but may have the satisfaction of knowing that you have beaten one of the 'experts'! Do try to come along next time and enjoy the day's festivities, a great lunch and the camaraderie with fellow members.



ACFC RC Modelers Group

Toti Alberto

The last few months have been busy for all of the members of our group but this hasn't stopped us getting up to Woodland Airpark on a regular basis to fly our planes around the field. Hideki Noguchi, a sport pilot member of ACFC finally made it back to the Philippines (from Japan) having been busy with aftermath of the Tsunami and earthquake. I daresay he was happy to be back not least of all to fly his newly-renovated and repainted Rans S-12. Hideki is a keen member of our group flying a 150cc Extra 260. Surprise, surprise! Hideki based the design for his S-12 on the color scheme of his RC aircraft. They'll look great in the air together but even Hideki, with his evident RC skills, might find it difficult to fly his RC plane while at the controls of the S-12!



Five of our Turbo Jets

Guzman from Magalang now has a Falcon Turbine Trainer and Dax Ayson from Angeles now has a Kangaroo Turbine Jet RC airplane trainer (also powered by a jet cat). Dax also has the biggest jet (a T33) and Rush has a Falcon Turbine Trainer.

Øistein (from Trondheim, Norway) was back in Woodland to join others from our group and get in a couple of days of flying. You may recall Øistein is one of the founder 'jet turbine' pilots and it seems that his interest has sparked a high degree of enthusiasm. Hideki, for one, has been asking a lot of questions about the turbine-powered jets and it probably won't be too long before he buys one himself. Øistein also stayed with me to help with my 'squadron' of jets!

I've just bought a 1/16th scale F16 powered by a 36 lb jet cat turbine from Germany (length 98 inches with a wingspan of 68 inches). Alvin de



Me with one of my piston RC's

Good news that the Hot Air Balloon Fiesta is going to be held again next year. All of us jet turbine 'boys' will be keen to put on an impressive display.

And now a couple of safety tips. Remember to switch your RC controller on before starting your aircraft. If you turn your RC airplane on with your controller off, another controller may take over and fly your airplane into a tree, a power line, or right into the ground. And don't forget to turn your aircraft off before switching off the controller. Stray signals from other remotes can, and most likely will, take control of your airplane. Results of remote takeover can be disastrous.



Taking up space in hangar 3!



Marc Obrowski

The Pangit Pool Picture Competition

Is it fair to ridicule club members in this newsletter without their consent? There has been a heated debate on this topic and the outcome appears mixed:

1. It is neither fair nor justified to depict anyone in a ridiculous pose without their prior consent; thus it should not be done!
2. It will be done!
3. When the subjects are Marc O and Al M, it is an absolute necessity!

Having clarified this, we sent out for submissions to our 'Pangit Pool Picture Competition' The ACFC Paparazzi (a truly vicious individual!) followed the brief to the letter. (Ugliness, ridicule, dumbness and clumsiness.)

Not such a tall order as it turned out. After a 10 minute mission around Woodland the roll of film was full and provided some truly unspectacular shots! The winning submission is reproduced below (without the copyright owner's permission).



Think you can beat this stunning image? Send your submissions to pangit@angelesflying.com for our next newsletter.

Ask Doctor Fly

Why do radial engines always have an odd number of cylinders?

Dear Dr. Fly: "I can't sleep at night because there is a question buzzing in my head like a radial engine. In fact my question is about radial engines! Four stroke radial engines always seem to have an odd number of cylinders. But why?"

Dear Reader: "If you were a member of the ACFC you would already have the answer. To understand why radial engines have an odd number of cylinders, you will need:

1. Four friends
2. A swimming pool
3. A ball
4. Lots of great food

You'll find all of this at ACFC the minute you join. Grab your mates, dig into our café's gourmet food and then form a circle in our pool. Oh yes, and find that ball!

Each of you will represent the cylinder of a radial engine and the ball will be the spark plug. Like the firing order in a radial engine the ball should move around your circle.

Since each of you had plates of beef goulash and Hungarian sausages you can only grab the ball every second time it comes around. The other time you need to catch some breath! (In this respect, you are like a four stroke engine where each cylinder only fires every second revolution!)

Try this first with five people (numbered 1 to 5). You can not pass the ball to the one next to you because if you did all cylinders would have fired after one revolution and none could fire at the next turn. So you must skip your immediate neighbor!

Thus 'One' passes the ball to 'Three' (skipping 'Two' who catches a breath). 'Three' then throws it to 'Five' who in turn passes it on to 'Two'. Now 'Two' can pass it on to 'Four' who will throw it back to 'One' starting the cycle all over again!

Quite amazing (and quite simple when you think about it!). And it works with any odd number of people.

Now if one of your mates needs to take a potty break and you try the same thing with just four people, two of you may as well get on your push bikes and cycle home. (Oh, that's only me isn't it?) You'll see it doesn't work.

THE REAL CHARLIE BROWN...

'The Story Behind The Painting...'

Submitted by Marc Pilon



Look carefully at the B-17 in the painting above and note how shot up it is. (One engine dead, tail, horizontal stabilizer and nose shot up.) It was ready to fall out of the sky. (This is a painting done by artist Ernie Boyett from the description of both pilots many years later.) Then realize that there is a German ME-109 fighter flying next to it. Now read the story below. I think you'll be surprised ...

Charlie Brown was a B-17 Flying Fortress pilot with the 379th Bomber Group at Kimbolton, England. His B-17 was called 'Ye Old Pub' and was in a terrible state, having been hit by flak and fighters. The compass was damaged and they were flying deeper over enemy territory instead of heading home to Kimbolton.



**BF-109 pilot
Franz Stigler**



**B-17 pilot
Charlie Brown**

After flying the B-17 over an enemy airfield, a German pilot named Franz Stigler was ordered to take off and shoot down the B-17. When he got near the B-17, he could not believe his eyes. In his words, he 'had never seen a plane in such a bad state'. The tail and rear section was severely damaged, and the tail gunner

wounded. The top gunner was all over the top of the fuselage. The nose was smashed and there were holes everywhere.

Despite having ammunition, Franz flew to the side of the B-17 and looked at Charlie Brown, the pilot. Brown was scared and struggling to control his damaged and blood-stained plane.

Aware that they had no idea where they were going, Franz waved at Charlie to turn 180 degrees. Franz escorted and guided the stricken plane to the North Sea towards England. He then saluted Charlie Brown and turned away, back to Europe. When Franz landed he told the CO that the B17 had been shot down over the sea and never told the truth to anybody. Charlie Brown and the remains of his crew told all at their briefing, but were ordered never to talk about it.



**German Ace Franz Stigler, Artist Ernie Boyett
& B17 Pilot Charlie Brown**

More than 40 years later, Charlie Brown wanted to find the Luftwaffe pilot who saved the crew. After years of research, Franz was found. He had never talked about the incident, not even at postwar reunions.

They met in the USA at a 379th Bomber Group reunion, together with 25 people who are alive now - all because Franz never fired his guns that day.

When asked why he didn't shoot them down, Stigler later said, "I didn't have the heart to finish those brave men. I flew beside them for a long time. They were trying desperately to get home and I was going to let them do that. I could not have shot at them. It would have been the same as shooting at a man in a parachute."

Both men died in 2008.



Norman Surplus - Blog Post - August 7, 2011

As I write this entry I am now sitting on the “Mainland” of Japan, which, in the bigger scheme of things, is still of course an island in itself. Since setting out from the “Mainland” of the Philippines, Luzon (another big island), I have been making steady progress by hopping from one small island to another, like so many small stepping stones across this huge watery North East Pacific region.

This has been a very different type of flying than what has gone before up to this point. The vast majority of the time airborne has been heading out over hundreds of miles of ocean in search of a small speck of terra firma (or not so firma as we are now very much in an active earthquake zone...) to land on.

These small oasis of green, usually surrounded by a wave worn rugged rocky coastline, have all been home to very special island communities who have all been very curious to learn the reasons why I just happened to have singled out their particular island from so many possible landing spots. The main deciding factors have primarily been geographic and logistical as these small islands with less busy airports suit Gyro flying very well. There is often simply no need for Gyros to land at airports with large commercial infrastructure (unless for clearing entry/exit customs etc.). While being “processed” to go through these large metropolises, it often feels like it takes much longer to just get out to your aircraft than it does to actually fly to your next destination!! Much preferable is the small field where a one minute walk brings you through from car park to aircraft apron and perhaps another one minute walk takes you to the tower to have a pleasant, unhurried chat with ATC about the weather, prohibited airspace zones for that day and check any other Notices to Airmen (NOTAMS) en route...

The normal daily flight range of G-YROX has also dictated exactly which of the small islands have been best placed, geographically. And so, with only a little bit more selection process than simply stabbing a pin on the map, we chose our ideal island locations and flight planned accordingly.

As I set out from Luzon I wondered what sort of reception I might expect from these islands which just a short time before were a completely unknown quantity. Would I get by on islands where much less English would be spoken? Could I get fuel, food, accommodation and money okay? I shouldn't have worried though, as each one proved out my theory that small island communities are usually very friendly, welcoming people, keen and proud to show that their island is a unique, fantastic place (and so they truly are - every one of them...).

I think it is something to do with a mutual recognition that on a small island everyone has to coexist in a small space, and depend on each other for help and support in every situation. When a new face suddenly appears especially when riding atop a yellow mosquito (as Roxy has been fondly described this week), there is a recognition that extends this help and support towards the traveller with open arms. Even in Kadena Air Base (the first overnight stop on my Island hopping adventure) there was that sense of unity of purpose (as you would expect from a military base of course) and the base structure with its many “on base” facilities formed almost and island community in itself. An island within an island so to speak, within the greater island community of Okinawa.



Arriving at the Butanes Islands, hoping there is a runway somewhere!

Earlier on that day I called very briefly to Basco Airport on the Butanes Islands two hours flight north of the Philippines. This was purely to pick up some additional fuel that I needed to allow me to reach Okinawa.

Although I didn't have very long on the ground there (and stayed strictly "airside" standing on the Apron as I was now flying internationally) the airport officials all gathered around for photographs and questions and I got a fantastic sense that all was harmonious, peaceful and tranquil on this Subtropical outpost.



Just about every Basco airport official came out to greet Norman.

The 'airside flower beds' were manicured to perfection as were the numerous flowering shrubs and trees that accompanied them (how many times would you hear that phrase in Heathrow or JFK!). I departed almost as quickly as I had arrived but with a lasting memory that this would be a lovely place to visit with more time at hand.



The gradient of Basco's runway is not readily visible in this shot but the end of runway terrain certainly is!

The extreme gradient of the runway (you virtually land on the side slope of a very large and imposing mountain) was a whole different story that will have to wait for another occasion perhaps.

Entering Japan formally in Okinawa, I was eased into the Japanese ways and customs courtesy of the extremely kind and helpful US military personnel stationed at Kadena. Instructed to land on runway 23 Right (Kadena has 2 active parallel runways Left and Right) I was very surprised to be met by an obstruction

across the runway whilst taxiing to Taxiway Delta. Someone has stretched what looked like a rope with fishing floats attached right across the tarmac. As I got closer it dawned on me what it was, not a net to catch fish but an 'arrester wire' to catch flying fish - fast jet aircraft to be precise equipped with a trailing arrestor hook to catch on the wire on landing.



The arrestor gear cable with 'fishing floats' at Kadena.

I had to call the tower to check it was ok to cross over this very thick wire cable (about 40mm diameter - held a few cm above the 'deck' by the fishing floats strung along its length at intervals) - "no problem to cross at low speed" was the reply from the tower, which of course may be easy for a large aircraft (with large wheel diameters to match) but with Roxy's little wheels, not much bigger than those found on a wheelbarrow, it was a bit more of a "sprackle" (a technical term there for you straight from Northern Ireland!) to climb over. We bumped our way over the cable and quickly taxied on up the hill passing a huge military transport aircraft that could have easily carried 20 Roxy's in its cavernous belly and on to the fantastic reception committee waiting at the aero club apron...



Taxying in at Kadena AFB, Norman and Roxy are dwarfed by the gigantic C-17 cargo plane!

Onwards the next day towards Fukue Airport, I had to battle a strong headwind for a full three hours in the second half of the flight. It slowed me so much that it extended the flight time by an hour and very much focussed the mind on remaining fuel reserves. I flew low, only a few hundred feet over the water for 3 hours



Norman parks up at the Kadena Aero Club apron, his first arrival in Japan.



Norman is warmly welcomed at Kadena by USAF personnel and their families, Japanese servicemen, customs officials and members of the Aero club.



Norman obtained permission to have this shot taken with one of the base's F-15 Eagle's.



Heading north at 272ft above the waves with an indicated airspeed of 97mph that has been reduced to 74mph by the head wind!

to "keep my head down" out of the stronger headwinds aloft, all the while calculating and recalculating fuel and range figures in my head to ensure we were ok to continue on course. (Alternate airfields en route would have meant a significant deviation off-course away out to the east of my track).



Many tiny islands dotted the route from Kadena to Fukue, but none appeared to be desirable as a landing place.

The island eventually hove into view and I was very relieved to again have some green stuff passing below the fuselage as I crossed the shoreline.

A lovely welcome reception awaited on the apron with the Airport Manager taking time out to personally take care of me throughout the evening. We had a great chat in my first proper Japanese bar/café and my first impressions were that if all the islands turned out to be so relaxed and easy going then I would be having a very pleasant trip indeed through this region.

And so it turned out to be, Oki Island was the next hop where the reception party would even bring out a huge welcoming banner!



Coming in to land on runway 03 at Fukue Airport

The flight track to Oki took me close to the Japanese mainland for the first time. I was struck by the almost manicured appearance of the countryside - no piles



The Fukue Airport Manager (centre with arms crossed) and his team give Norman and Roxy a warm welcome.

of rusting old farm machinery littering up the back yards of the farmhouses. All available flat land had been turned into very neat and orderly rice fields, with



Norman was amazed by the tenacity of nature on this tiny rock sticking out of the ocean mid-way between Fukue and Oki.

terraces correcting and making order of any unruly land that didn't happen to start off flat. Even the choice of main crop, rice, has a uniformity of character that, when observed from the ground, has no untidy straggly corner bits or bits damaged by wind as you would get with wheat or maize, it all remains neatly at the same height and color while it is growing and maintains a very smart and tidy image.... Even the country lanes get in on the act, having a very smart set of white lines down both sides that compliments the dark grey ribbon of tarmac that is forced to turn and twist around the undulating terrace clad hillsides.

I was clearly flying over a singularly "different" place. One with a much defined identity and unique landscape that couldn't be mistaken for any other country visited so far. This was in stark contrast to the gradual changes that I saw within the tropical jungle settings of Bangladesh, Myanmar, Thailand, Malaysia and the Philippines. When seen from the air, rural, grass roofed, houses in all these countries can appear very similar, jungle is jungle is jungle. But Japans heavily commercialized landscapes suddenly and abruptly changed all that and give me short notice that I was now heading northwards into colder climes and would have to slowly leave the heat and humidity of the tropics behind.



Norman and Roxy arrive over the fence at a very green Oki Airport.

Arriving in Oki, the spectacle of the large welcome banner being marched across the airport towards me was quite fantastic! The reception was equally fantastic and much lively chatter through interpreters, Elisabeth and Rika (who proved to be quite the double act!), continued as while we almost ceremoniously pushed Roxy towards her sleeping

quarters in the fire station building. Chatter, that would continue on to the mechanized sushi bar where the little train track of sushi dishes whizzed past us ready to be caught and eaten. Oki is a fascinating island of very rare species of plants and animals, although sadly I didn't spend long enough there to see its many sights other than in photos. Another place I thought would be good to return to some day for a longer visit.



A great welcome greeted Norman from the many people who had turned out to see him arrive.

Onwards from Oki, the last island hop took me to Shonai Airport on the mainland... This jaunt across the sea was to set a few pulses racing, though I should point out not mine... the flight was fairly uneventful over the water except the one notable occurrence that the SPOT tracker; decided to deactivate its tracking function mid-flight. One green indicator light was flashing away on the SPOT unit (not two - as should have been the case) and it took some time before I realized that not both lights were flashing....once I realized I manually reset it and it worked fine again for the rest of the flight. Sincere apologies, for all those who had become worried on the lack of SPOT signal. I was simply unaware that anything was actually amiss at the time....

Shonai Airport has proved to be just as friendly and hospitable as their island neighbors and my Shonai English speaking "team" (for there are many!) have really taken me under their collective wing to help guide me in "all things Japanese" so to speak. (Some of these adventures have already been highlighted by our recent blog entries from the Shonai and Tsuruoka area).

And so, I am now waiting for the necessary flight clearances to enter the very remote Russian Far East and also flight clearances to allow me to leave Japan.



Norman 'gracefully' disembarks from Roxy as he arrives at Shonai Airport.

These two sets of clearances have then to coordinate together which can be very tricky in this part of the world... Also, of course, I'm watching the all important wind and weather forecasts in preparation to head out to sea once more. This last very long sea crossing before the Bering Sea will see me flying right across the Sea of Japan and making landfall in Vladivostok, Russia. I imagine there will be a similar "quantum leap" in the landscape as I experienced flying into Japan and I will definitely find myself suddenly immersed in yet another very contrasting and no doubt slightly confusing place with a whole different culture to get to grips with...Russian style!!

I hope everyone reading is ready for a spot of "Borsch" (cold Beetroot) soup on the menu?

Cheers N.

Editor's note:

Norman departed Woodland Airpark on the first section of his flight back to the U.K. on July 17, 2011.

I would like to extend my thanks to Norman for his generosity in offering so many rides in G-YROX to members and guests of the club. For many of us, it was our first opportunity of flying in a gyrocopter and has certainly left a lasting memory.

More information on Norman's epic trip can be found at: <http://www.gyroxgoesglobal.com> and his daily flight progress followed on <http://www.gyroxgoesglobal.com/tracknormansurplus.html>

We wish Norman safe skies and calm flights and the best of luck for his onward travel!

Home Baby, Home!



In our last newsletter, I detailed the story of flying my YAK18T from Rotenburg-Wümme (EDXQ) through Heringsdorf (EDAH) and Gdansk (EPGD) to the small airfield of Pociunai (EYPR) in Lithuania. I made this flight (together with my Russian Flight Instructor, Alexander Hansen) to put the plane in the hands of Termikas, a company specializing in maintenance of Soviet built aircraft. Although flight-worthy, the aircraft needed both engine and airframe overhaul as well as refurbishment and paint.

It was with delight that I finally received the news (after a four week wait) that my 'baby' was finished and ready for the ferry flight back to my home base in Hamburg. Extensive work had been done on the fuselage, the engine returned to 'new' condition, the high-voltage system replaced with American spark plugs (rather than the Chinese rubbish in the plane when I bought it!) and lastly, a completely new paint job and color scheme for the aircraft.



Riga Airport Cafeteria
My home for the night!

late evening connection in Riga to an early morning flight leaving me to spend the night in the closed

cafeteria. Wads of cash in my pockets and the discomfort of trying to stretch out on a couple of hard chairs made for a nervous and uncomfortable night!

I finally reached Kaunas and took a taxi to Pociunai Airfield, the home of Termikas Manufacturing. Although they had kept me up to date (with photographs of the restoration and overhaul) it was wonderful to see the fantastic job Termikas had done tackling every element of the task. Despite my tiredness, I was eager to take a test flight with one of Termikas' pilots.



Pociunai - Lithuania. Home of Termikas Manufacturing

It is a demanding plane to fly and made all the more complex by the four week interval since I had last flown and the miniscule runway at Pociunai! Mr. Sarunas (one of Termikas' managers and test pilot) seemed amused by my nervousness suggesting that if I could land on their strip, I could land anywhere! Ten landings and some touch and goes (not all to my satisfaction) were completed on my first test flight.

I asked Sarunas, if he had completed the requisite five-hour test flight program. I was reminded of the way things are here in the Philippines when he replied that he had only flown the plane for an hour but with the ninety minutes just completed we had at least managed fifty percent of the promised five hours!

Because I still had money in my pocket to settle the outstanding balance, I felt in a strong position to further negotiate with Sarunas. He agreed, with the condition that I pay for his flight back to Lithuania, to accompany me back to Hamburg. This would undoubtedly give me a boost of confidence in tackling the long flight as well as ensuring that all necessary flight checks would be completed before departure. Further, it seemed to me that having another qualified pilot (with extensive experience in the Yak 18T) would provide me with some additional hours of instruction as well as relieving me of some of the responsibility for radio communications and engine management.

Lastly, I was able to get Termikas to agree to fuel the plane for the return flight (240 litres of AVGAS inclusive of the new auxiliary tank) and 15 litres of oil. We signed off the engine and airframe logbooks before I headed off to an aviation club guesthouse for a well-earned rest!

Early the following morning, after completing all preflight checks (and double-checking the fuel in the plane had not mysteriously disappeared overnight!) we filed and opened our flight plan with Kaunas International Airport (by radio) and rolled out to depart Pociunai into bright skies with a few puffy white clouds. Our ascent to 2,000' was remarkably quick and my route, pre-programmed on my Garmin 495, pointed us towards the Lithuania-Poland border before switching to a more westerly course to Gdansk. Our radio calls to Gdansk allowed us to get an update on route and weather.

Sarunas was keen to get to Hamburg in time to catch a commercial flight back to Lithuania. We settled in to a 260 km/h cruise at 5,000 feet (fortunately the repaired aircraft heating worked well) and a tailwind increased our groundspeed to over 300 km/h, reducing our flight time from Pociunai to Heringsdorf (on the Baltic Sea) to a little over two-and-a-half hours. The tail wind which had sped our journey now turned to a nasty 25 knot crosswind for our landing at Heringsdorf. Discretion being the better part of valor, I handed the controls to Sarunas for the landing! Watching him struggle to control the aircraft on approach, I silently congratulated myself for making a really smart decision!





My Yak 18T's Home airfield - Hungrigger-Wolf (Hungry Wolf)

We parked next to two bigger planes and within a few minutes, we had a number of camera toting visitors asking questions about this strange looking plane bearing a Russian registration (RA 3025K).

Heringsdorf demanded a landing fee of •18 (P1,000) but in fairness, this did include a free cup of coffee gratefully consumed before our departure at midday. Because of Sarunas' rush to get to Hamburg, we had used a little more fuel than expected so as a sensible precaution, I loaded an additional 100 litres of AVGAS for the final leg back to my home airfield.

The field where my Yak will be hangared bears the wonderful name 'Hungrigger-Wolf' (Hungry Wolf).

Our imminent arrival in Hungrigger-Wolf was announced with a low pass over the airfield (despite the gusty conditions) before lining up on the easterly runway and touching down in front of friends and

of course, my dear wife Julie who was relieved to see me after this interesting trip.

I thanked Sarunas for his sage counsel and evident experience before he headed off to catch his return flight.

This trip was completed with a little over ten hours experience in the Yak 18T; certainly not enough to master the complexities of a plane like this. I have added a further twenty hours of flight time on the plane since its return and have over 100 landings under my belt. Not that I am suggesting I am now a master but at least I walk away from the plane each time I fly it with a feeling I am in now in control (rather than the other way around)! It's an interesting and challenging aircraft and each time I fly it, I feel I learn something new.

If you are in Hamburg, I extend the offer of a short sightseeing trip in my beloved Yak 18T.

Snapshots at jasonlove.com

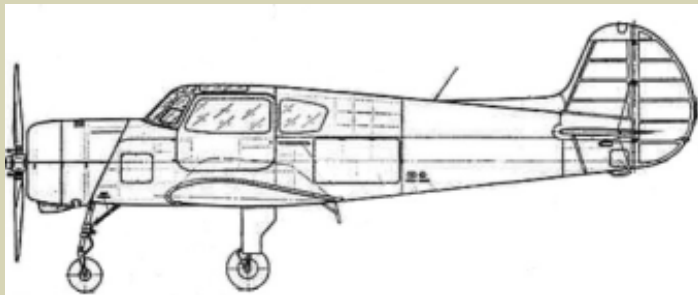


PILOT'S SUICIDE DIVE ON MUM'S HOME



A Swiss man called his mother from the cockpit of a rented plane to say "Are you home, Mum? I'm just about to drop in." He then flew the twin-engined light aircraft through her first-floor

bedroom window after terrifying neighbors with three low-level fly-pasts. Mrs. Schmidt, 69, survived because she was in the basement. She is being treated for shock while her two-storey house in the village of Oberhallau, 40 miles north of Zurich, will have to be demolished.



Tech specs - Yak 18T

For those of you who may be interested, the Yak 18T was produced in high numbers by the Smolensk Aircraft Manufacturing Plant in the Soviet Union as a 4-5 seater, fully aerobatic, multi-purpose aircraft. The aircraft was extensively used as a trainer for Aeroflot airline pilots. Aircraft construction is all metal with fabric covered wings and tail assembly. And the

aircraft is by no means small. With an overall length of 8.39 m (27' 6") and a wingspan of 11.16 m (36'7½") the Yak 18T has an empty weight of 1,217 kg (2,683 lb) (*Editors note: that's the weight of three S-12s!*)

The aircraft is fitted with fully retractable gear and a single dorsal flap which drops down below the wings and fuselage like a huge barn-door! Both are operated by a pressurized air system. When the flaps are extended the aircraft has a tendency to pitch up violently requiring a lot of pressure on the controls to keep the aircraft on the glide slope and prevent a stall! However, it does allow for steep approaches and very short field landing capability.

The 9 cylinder Vedeneyev M14P is a air-cooled radial engine putting out 268 KW (360 hp). Fitted with a 3-blade variable pitch propeller, take-off under maximum take-off weight can be accomplished within 370m. However, the engine is very temperature sensitive cooling of both the cylinders and oil is managed by shutters in front of the air inlet and by oil cooler flaps. This adds an additional dimension to flying the plane since monitoring engine instruments is quite important. (Interestingly, China is still manufacturing this same engine!)

The engine will handle both AVGAS and Mogas consuming 50-55 litres per hour (with 65% load). Certainly not a cheap bird to operate with AVGAS in Germany costing P150 per liter! Flying aerobatics (which I am not yet qualified to do) pushes consumption to 75 liters per hour. Top speed is 295 km/h (159 knots, 183 mph) and the aircraft cruises comfortably at 250 km/h (135 knots, 155 mph). VNE is 460 km/h (248 knots, 286 mph) and stall speed is 101 km/h (55 knots, 63 mph).

From the GM - Notices

Tony Willis

After some tense months, those with the desire to see the ACFC continue have finally sealed the deal and we can now move forward to a much brighter future. At present we are seeing a great many visitors who wish to have a trial introductory flight and student numbers are increasing. We have a total of 16 new members this year. Although we lose a few members who move away from the Philippines, I consider this to be a very healthy sign and certainly a result of the hard work that has gone into marketing the club and the significant amount of TV exposure.



Michael Cowan is one of the new members who has purchased a GT500 with a 912 engine and this should arrive soon. It will only stay with us for a short while before moving to Mindanao. Another new face is Alberto Moncaglieri a very friendly and jolly Italian. Alberto has ordered a Sirius from Italy which should arrive in September. Anthony Lonsdale's SeaRay will arrive in Manila in the very near future. Art Azcuna is now the proud owner of Mike Lorza's X Air and once the hand controls are fitted he will grace the skies once more. The big yellow bird (Stearman) was granted an airworthiness certificate so with just a few minor bits and bobs to complete the build, we should see it flying above Woodland very soon. We are getting short of hangar space and this is one area where we really need to look carefully at the viability of building a fourth hangar. The cost will be significant however, we are currently examining ways of financing the construction without eating into the club's profitability.

We have also reviewed our accounting systems and now have nearly every income stream and expenses reflected in QuickBooks. This should reduce the amount of time we spend on administration tasks and make sure that we achieve a higher level of accuracy on members' accounts and bills.

There is a lot going on so those of you who have not been here for some time, come on over and get back into the swing of the best club in town.

Haute Couture: Literally!!!

Designs by Marc Obrowski



We have a selection of 'T'- shirts, caps, ladies apparel and other items all at a very reasonable price

If reason and logic have their way the days of Paris' dominance of the world's fashion industry are numbered.

Donning Euro trash, parading it at sea level and then calling it *Haute Couture* flies in the face of the third dimension.

And this is why our ACFC gear is set to dominate the world of fashion. Soon.

So on your next visit check out this season's summer collection.

Club Pilot & Guest Relation Officer

Jenny Masong



Jenny Masong - That's Me!

I am pleased to be part of Angeles City Flying Officer Club team. It is a great opportunity to make a contribution which will hopefully help the club grow.

My name is Jenny Masong and it is my first job working outdoors. I hold the position of Pilot and Guest Liaison Officer or simply just the 'meet & greet' person. Actually, there's a lot more to my job. I look after the club's facebook site and help out with the marketing as well.

It is quite an unusual job; I never dreamed that I would get to fly an Ultralight Aircraft (on the third day in the club!). My first flight was a trial introductory flight however, I was so excited about the flight I decided to take up instruction. Who knows? One day I might get to fly some of our guests myself!

Before taking this job, I was just staying at home with my family doing nothing much other than annoying them! I'm addicted to Hollywood movies and I like music. I love to eat and explore new things in life, especially activities which are extreme and fun to do.

I take my duties very seriously greeting the guests especially those whose visit the club for the first time. My job is to establish what they want to do, help them in and out of the aircraft and to provide information about pilot training and club facilities. This is particularly important if they want to join the club or take a trial introductory flight.

I have to ensure that club guests are looked after and give any assistance they may require so that they get maximum pleasure in their time at the club.

It is great to see new people at the club and I am always available to give a helping hand to any of our visitors.

New Members and First Solos

Quite a few new members have joined the club since the beginning of the year and some have even flown solo already!



Charlie Case, an AUV pilot who works in Afghanistan soloed on May 30, 2011. He doesn't get to the club as often as he would like but we are always pleased to see him safe and sound and back in a civilized country!

Andrew Law joined the club last June 6, 2011. Britisher, Andrew hails from Hong Kong and works for an insurance company. He learned about the club from Alastair Malcolm a number of years back and decided to join us. Andrew already has a PPL with 85 hours flown in a Cessna.



On the 18th of June, Arjay Angeles joined our club. Arjay holds a Philippine issued PPL and is currently training with PAL Aviation School in Clark

(Omni). With 115 hours of GA flight time, Arjay has soloed in our S-12 and Quicksilver and has been endorsed to fly many of our visitors. Arjay Soloed on 17th of July.

Terry Sargent is a retired US Army Officer who joined the club on June 16. He learned about the club from Chris Parker. He is married to a Filipina and lives aboard his sailboat 'Valhalla' moored at the Subic Yacht Club.



Blesilo 'Bless' Buan is a Filipino banker and a lawyer who lives in Sto. Cristo, Tarlac. He joined after taking an exciting TIF with Chris Mason.



And of course, let's not forget Jenny Masong, a lovely 20 year old who, although employed as our Pilot & Guest Relations officer, joined the club and is currently taking up flying lessons. Jenny is our third lady member; I think we should have a few more myself!

New members to the ACFC RC Group are Gerby Sohu, Francisco Gozon III and Franklyn Desiderio.

Jimmy Chua managed to fly solo in QS RP-S 1457 on June 21, 2011. Well done Jimmy! Jimmy is to be seen at the club on a regular basis packing in solo hours towards certification. Jimmy is interested in becoming a POA!



Pawan is one of our newer members who has unfortunately now left us to return to his home in India. Pawan finally managed to get his flight training and solo out of the way on June 4th, 2011. Pawan asked the club to prepare him a letter of introduction to a flight school in India as he intends to continue

his flying there. Pawan promises to return as soon as possible even if only for a couple of weeks holiday!

Finally, congratulations to Chris Parker, Chris Mason and Alastair Malcolm who have all brought new members to the club over the last couple of months. Remember, we are trying to increase our membership so any opportunity you get to tell your friends about our activities and bring them to the club will pay dividends for us all in the long term.

FLIGHT SAFETY

AIRMANSHIP

Terry Hockenull - CFI

"There are old pilots; there are bold pilots. There are no old and bold pilots" This statement does the rounds in flight schools, training airfields and flying clubs. Most of us have probably heard it before! To me, this is the very essence of 'Airmanship'; another word bandied about (but one which few of us have any real understanding of).

So what is 'airmanship'?

Airmanship is an intangible, for it is a state of mind; a set of personal convictions and self discipline expressed in our actions and attitudes. It is the prudent operation of aircraft and management of circumstances (surrounding that operation) within an environment we were not naturally designed to inhabit. Airmanship must commence immediately a decision is

made to take an aircraft aloft and must continue until you walk away from the completed flight and correctly secure the aircraft.

You do not have to be an aircraft mechanic to be a pilot but you do need to know enough about your aircraft's structure and systems to allow you to safely preflight it and monitor its continued satisfactory operation. At the very least, you must be conversant with supporting mechanical and engineering systems (sign out logs, airframe and engine logs, etc.) which revolve around periodic servicing and in-service defect reports. Understanding these will provide an appreciation of whether the aircraft is provisionally serviceable or not (subject to your preflight checks). In pilot preflight terms, the skill will be certainly underpinned by a healthy element of curiosity; does it actually work and is it likely to stay in place!

In terms of aircraft operation, you must have enough knowledge to operate the aircraft within the parameters

(flight envelope) for which it has been designed. This knowledge must extend from flight principles through an understanding of systems operation all the way to knowledge and application of airspeed limitations and permitted maneuvers. At the very least, we expect our pilots to be aware of the speed at which the aircraft may safely become airborne, best rate and angle of climb speeds, cruise speed, approach speed, never exceed speed, minimum flight speed for which the aircraft is still controllable, stall speeds (in various configurations;

flaps, undercarriage, etc.)

This information must interface with the environment in which the aircraft will operate. This requires an understanding and application of weather minima (e.g. maximum crosswind limits), etc.

Meteorology is important. I have heard pilots suggest that as long as the sun is shining and the wind is 'not too strong', it is okay to fly.

Pilots need to know more about weather (meteorology) interpreting current conditions and identify changing conditions along with the rate and degree of change. Sound decisions can then be made based on aircraft operational limits and the pilot's personal skill limits.

Knowledge of 'rules of the air' is essential to prevent accidents and to allow a variety of aircraft to share airspace safely. The simple basics such as 'give way' rules, airfield marking systems and airspace restrictions must be understood and instinctively applied by the pilot.

All of the foregoing comes down to the acquisition and retention of knowledge. However, skills, and the application of those skills are equally important. You can teach a bird to talk; this does not mean the bird understands what it is doing and will hold a conversation with you! Skills are underpinned entirely by knowledge and from this, skills may be put in context based upon growing experience. Basic skills have to be totally and automatically in place, with sufficient competence of

The application of airmanship can be defined in the areas of aircraft airworthiness, aircraft operation, awareness of the environment in which the aircraft operates, rules and regulations, self-discipline, responsibility and common sense.

application supported by knowledge, such that new skills may be developed safely. There is another element to skill and that is currency. None of us, no matter how often we fly, are any better than our next safe arrival on the ground. Taking time to reacquaint yourself with an aircraft after an absence from flying (by taking a quick revalidation flight with an instructor) is good, sound common-sense.

Common-sense, confidence, self-discipline and responsibility are all essential factors displayed by good airmen. Too often, flights are driven by emotive pressure and/or need to complete a flight for personal gain. Yet these two factors kill



"Remember, always try to keep the number of landings you make equal to the number of take offs you make."

hundreds of pilots each year. When our skills are questioned or challenged by others (particularly in situations where by its very nature, flying may be interpreted as 'personal courage combined with ability') the true airman, using his knowledge, skill and competence makes dispassionate, valued judgments based on observed and quantifiable circumstances. Confidence must be underpinned by one simple statement; "If in doubt, don't"! Overconfidence results in the very real risk of exceeding the flight parameters of the aircraft or the pilot's own abilities. Responsibility is a factor that extends to self, aircraft, environment, fellow airmen and the reputation of our flying brethren.

A good airman will always take this responsibility on board and do nothing which might endanger self, property, aircraft or others.

Another Take on Airmanship

Tony Hayes, CFI; Brisbane Valley Leisure Aviation Centre

Airmanship may be performing a proper preflight check of an aircraft rather than a casual look-around. It is something as simple as instinctively looking before turning. It is actually doing pre takeoff and pre-landing checks; not just mouthing the words. It is sensible preflight planning, either for a circuit or going over the horizon. It may be as simple as looking at the windsock before hitting the 'loud' lever, or as complex as interpreting a changing weather pattern. It is the essential personal and situational management ; the difference between being up there wishing you were down here, rather than being down here wishing you were up there.

But, founded on flawed training, or growing experience driven by a different pride, airmanship may wither into a deadly weed of contempt for those who slavishly obey 'regulations' or are not deemed 'good enough' to sort out situations as they happen. People driven by such views, in their ignorance, inhabit a perilous place of their own making wherein they have become an accident looking for somewhere to happen, and so ensure that it will happen.

The non-airman will discount that the 'official regulation' is (in the main) a book written in the blood of people who found out the hard way and handed down to us methods of avoiding their fate. In discarding that knowledge so is generated the certainty of the same fate, standing in the shadows, waiting.

The airman is a person who maintains a valid skill and knowledge currency such that when the unexpected does happen there is ability and composure enough to manage the situation into safety. He or she, is a person with a sense of balance and intelligence enough to heed the lessons of the past, apply them in the present, and so ensure a future to be able to fly again, and again, and again.

Pre Flight Briefings for Passengers

We restrict the flying of TIFs (Trial Instructional Flights) to pilots who hold a BFI rating or have been specially endorsed. Nonetheless, for many of our pilots, taking friends or family members up for a flight is one of the great pleasures of flying at ACFC. Remember however, that as PIC you are responsible for your passenger. Prior to the flight, it is imperative your passenger has signed a waiver form and has been adequately briefed on the aircraft and flight procedures. This briefing should include to correct fitting of seatbelts, appropriate handholds and feet placement, emergency procedures, stowage of loose articles (sunglasses, phones, bags, etc.) flight duration, route and use of intercom/helmet, etc. Passengers must be escorted to and from the aircraft (ramp) and not allowed to approach, enter or exit an aircraft if the engine is still running. Planes with tandem configuration (the passenger sits behind the pilot) must have a working intercom, so that the pilot can check on the passenger.



Alastair D Malcolm

“Yes. It's OK to go around!” These are often the last words spoken at a descent briefing for commercial airline pilots and is intended to reinforce an approach to safety that says, “There's no rush to land the aircraft. If something doesn't feel right then it is perfectly acceptable to abandon the approach (while there is still time to do so) and climb away to make a second (or third) attempt after reevaluating the situation and conditions.”

We have been fortunate at Woodland; more often than not, approaches are followed by acceptable landings even when an aircraft is in the hands of newly checked out pilot. So far no-one (touch-wood!) has been seriously injured during a landing. But this is not to say our aircraft have not suffered. There have been several incidents where new pilots flying Quicksilvers have ended up on an unstabilized final approach at 50 feet resulting in a hard landing and or contact with the fence (often resulting in costly damage to the aircraft).

In my short career in the right seat of an Airbus I have carried out three 'go-arounds'; had I not done so, the likely result would have been fatalities for both pilots, cabin crew and passengers. On the first occasion another Airbus 320 was lurking at the end of the runway in a thunderstorm unable to find the exit. We never received a clearance to land and made a go around at 10 feet off the runway.

A second event involved Boeing 777 who, despite being cleared for take-off and departure, delayed his take-off roll. My aircraft was three miles out on final approach. Air Traffic Control informed the pilot of the 777 that his take off clearance was cancelled. ATC told us to go-around, then squeals were heard from the Triple 7, “But Sir, We are rolling! We are rolling!” ATC replied, “Your take off clearance is cancelled!

Exit the runway now and taxi back to the holding point”. We laughed our socks off and performed our go-around!

The 'Go Around' manoeuvre is something that all pilots at Woodland should be conversant with and practice on a regular basis. So what is it and what actions does the pilot need to take?

Essentially, at any time if the pilot or co pilot of the aircraft is unhappy with his approach speed, angle of descent, runway track or weather conditions that may pose a risk to

the landing, the PIC or the student pilot make the call "Go Around, Flaps!". Immediately, full power should be added and the nose pitched up as soon as sufficient airspeed is reached to climb the aircraft away from the field. The pilot may clean up the aircraft or reduce the flap setting by one to optimize the climb. (An important point here; fly the aircraft and establish a positive rate of climb before changing flap settings, trimming the aircraft, making radio calls or executing turns!) Thereafter, the departure from the field should be considered a normal take-off and climb. (fly at least to the end of the runway before turning) As soon as is practical, the pilot should make a call to Woodland Traffic advising of his actions.

It's never too early or late to execute a go-around; you might be at 400ft on finals or rolling along the runway. (If you are on the runway make sure you have sufficient airspeed before you rotate.)

How do you know if you are on a stabilized approach? Consider your heading. Are you on the correct runway track aligned with the centre of the runway and if not, have you got sufficient time (and distance) to make 'gentle' turns and realign your aircraft? Is your airspeed within ten percent of normal approach speed? Consider the glide-slope. Every student is shown what a normal approach should look like for each aircraft type. So ask yourself, “Am I too high and unable to get down in time?” or “Am I below the glide-slope and still descending?” Lastly, consider the runway itself. Most importantly, are you on the correct runway? And is the runway clear of other aircraft, wildlife, pets, children and other obstacles that might impede your approach or landing roll?

Whatever the reason, if you have the slightest doubt about your ability to land the aircraft safely, just execute a 'go around'.

It may just be the best decision you make all day.

As every pilot knows, the propeller is an essential link in transferring engine power to thrust and flight. For POA's buying a new aircraft, replacing an engine trying to enhance engine performance, the decision about which propeller to buy is a vexing one. Perhaps Jay Cook is the only member who can give you the right advice on what to buy! However, it helps to have some idea of what is available, the advantages and disadvantages of different types and construction and finally, suitability for use on your aircraft.

Operating conditions and possible hazards that may be encountered must be considered. We know, for example, that tractor props mounted on the front of the aircraft generally take less debris than pusher prop installations. The wheels of Drifters, S12's, Quicksilvers, etc. all kick up rocks, grass, and water from our airfield. A pusher prop will unhappily ingest this 'rubbish' which may have an impact on blade integrity and performance. Hardwood props are generally less durable and are definitely poor choices for amphibious operations. (If you throw a bucket of water into a wooden prop at full rpm, it will literally explode into toothpicks!) Wooden props with steel or epoxy leading edges are better but will still blow with a good shot of water and are much more prone to debris damage. Composite props are usually a much better choice although they are generally 25 percent to 40 percent more expensive than wooden props.

Ben Mason's recently acquired Rans S12 was delivered with a two blade propeller. (It was originally fitted with a three blade prop!) The question is, which is better? Assuming that the two or 3 blade propeller is correctly adjusted to optimize the torque of the engine, a rule of thumb shows that the pitch of each blade on a 3 bladed will be two thirds the pitch of a 2 blade prop. (A 4 bladed prop will be set at one half of

the pitch of a 2 blade prop!) Less blade pitch offers some significant advantages; the 3 bladed prop will create more lift and less turbulence than a propeller with two blades.

The greater the angle of attack, the more turbulence left in the blade's wake. However, since two blade props pass the same point of rotation at longer intervals, there is more time for this turbulence to settle as compared to 3 or 4 bladed props.

Multiple blade props run at a lower angle of attack, creating less turbulence and more lift. Further, smoother absorption of engine torque, less vibration and a smoother sounding engine are other reasons for adding more blades. The downside of course, is that they are more expensive!

Now comes the issue of the diameter of the propeller. Clearly, ground clearance or airframe restrictions will determine the largest diameter prop that can be fitted on the engine.

It is generally recognized that a big prop turning slowly is likely to push more air than a small prop turning fast. And large diameter props tend to be quieter than a smaller props turning fast. Obviously a change in diameter means a dramatic change in area (increase) and, therefore, additional load on the power plant.

Another consideration is tip speed. In general terms, the larger the diameter, the greater the speed of the propeller at its tip. Tip speeds in excess of 700 mph (300m/s) cause the airflow to detach from the propeller; efficiency will decrease and noise will increase dramatically. In general terms, props are producing the most thrust when tip speeds are between 650 and 700 mph.

The thing to remember is that the prop must load the engine properly. A light load and the engine can overrev causing a loss of power and piston damage.





On May 6, 2007, the 2006 Biofuel Act was implemented in the Philippines. The Biofuel Law of the Philippines calls for a minimum 5% mixing of Ethanol in gasoline and 1% mixing of biodiesel in the petrodiesel during the first few years of implementation.

What you buy at the gas pump may be hazardous to your 2 or 4 stroke engines especially if it contains Ethanol. Ethanol (C₂H₅OH) is a colorless, volatile flammable liquid which is highly hygroscopic; in other words, it has an affinity for water and will draw moisture in from the air. This is a real drawback to good, clean combustion important in all 2 stroke engines.

The Gatorade bottle test is an excellent way to determine whether there is Ethanol in your fuel (from the gas station or indeed, from your aircraft's fuel tank). Mark the bottle at a point about 2 inches and 4 inches from the bottom. Fill the bottle to the 2 inch mark with gasoline and top up to the 4 inch mark with clean water. Put the bottle cap on securely and shake vigorously. Then allow it to stand for a few minutes. Because ethanol has such an attraction to water, any percentage present in the fuel will mix immediately with the water sample, causing the water level to rise. The amount of rise is equal to the percentage of alcohol in the fuel.

Some of our POA's have Jabiru power plants or Rotax 912 4 stroke engines and opt to use AVGAS because it has a higher octane rating and because it contains no additives. This doesn't mean to say that water is not present. It may be that storage of the fuel and condensation have allowed water to accumulate.

The water separator funnel is ideal for removing water from AVGAS and fuels without ethanol or alcohol additives. It does not work with water dissolved in ethanol (which is fully mixed with fuel). Our 'trusty' black funnel on the fuel cart is a water separator funnel. It has a special fine mesh screen to filter out debris particles down to .005 microns and all 'undissolved' water contained in fuel will be captured by a special sump.

In a regular 4 stroke engine, water in the fuel is nowhere near as deadly as in a 2 stroke engine. Unlike 4 strokes, which use a dedicated lubrication system, 2 strokes may be lubricated by the fuel mixture which means all moving parts

come in contact with the fuel.

Water causes two problems. First, like all metal parts, the crank and piston parts are highly susceptible to rust when exposed to water. Water also collects at the bottom of a fuel tank where the pickup line can suck it up all at once. This usually results in stuck rings and massive carbon deposits in engines even right after a rebuild. Oftentimes this is falsely blamed on the oil.

Premature failures of conrod bearings are becoming a new problem plaguing 2 stroke engines. This may be a result of exposure to water in fuels or the use of synthetic lubricants (which may also be hygroscopic alcohol or ester-based products).

It has long been the Achilles heel of synthetics that they do not provide sufficient protection from rust or intergranular corrosion. And although manufacturers of synthetic oils will insist that they have additives that take care of the poor rust protection problem, field results tend to show this is not the case.

Now that we can no longer avoid the presence of ethanol additives in fuel, at least check the pump for additive warnings. Also consider checking the website of the fuel manufacturer to establish the percentage additive in their fuels. (In truth, our tests tend to show that this figure (released by the petroleum company) is rarely accurate!)

Use a water separator funnel every time you transfer fuel.

If your fuel is premixed, make sure you agitate it well after mixing.

Try to avoid using fuel that is more than two months old. Old fuel is likely to have breathed off a good portion of its octane and has had time to attract water.



Bits and Pieces

Gordon Shaw has recently joined us at the club and has been appointed one of our Advanced Flying Instructors. Gordon is from U.K. where he used to operate a flying school.



**Albert Mendoza's
Cosmos Trike**

Albert Mendoza has made his Cosmos Trike available for Gordon to fly some TIFs. (Definitely not for the faint hearted!) Gordon will also be offering instruction on the trike for those of you who want to learn. Who knows? Maybe our

club will develop as a home base for trike pilots offering instruction and attracting new members who fancy this 'different' type of flying!

The weekend of 13-14 August was a busy one at the club. We had a visit from GMA News TV to fly participants from a new segment called 'Day Off'.



The participants are all hard working people who are chosen to have a 'treat' or special day out giving them the opportunity of doing something that they would never have dreamed of doing. The four individuals who came to the club all showed a high degree of nervousness about getting into our aircraft. Indeed, many had to be cajoled to take the once-in-a-lifetime opportunity. It made for great T.V though! With cries of "Takot, Ako" we finally handed them over to the gentle ministrations of Boy Guevarra. Suffice to say the smiles on their faces on their return made the whole venture very worthwhile.

This was followed by a visit later in the afternoon by the whole production crew of The Biggest Loser - Pinoy Edition. Mindful of the weight restrictions on our aircraft we were worried that we might not be able to fly the five finalists. Fair play to them; all came well



within our weight restrictions (most having lost over 100lbs in the competition) Indeed, it was ironic that the our pilots all weighed more than the contestants.

It was a fun-filled afternoon with all 5 participants thrilled about the opportunity of flying. Most said that they will come back with friends and family at a future date to fly with us again.

Chinggay Andrada and Jim Saret, the professional trainers were both in attendance. Gordon kindly offered Chinggay a 'not-so-gentle' flight in the Cosmos Trike. I believe the contestants, who are usually on the receiving end of Chinggay's ministrations were happy to see her get a dose of her own medicine. Her return to earth saw her sweating with a highly elevated heart rate; something the contestants are meant to reproduce in their training sessions!

Even better, we got to see our esteemed GM, Tony Willis, being 'made up' for the cameras and his interview. The application of foundation, powder and lipstick enlivened all in attendance!



**Tony Willis gets
his make up on!**

And just to end the newsletter, RP-S 1257, Chris, Allan & Terry's S-12 is now fitted with big tanks (9 gallons) and a 98hp Rotax 912 and is finally ready to take to the skies again after nearly 6 months in the hangar being tended to by Chris T and crew. With a test flight in the next couple of days, it should regularly be seen patrolling above the skies of Woodland.

Safe Flying, Y'all!