

ACFC Update February 2014

Annual General Meeting

The next **Annual General Meeting** will take place **Sunday 2nd of March** 2014, starting at 10:30, at the ACFC club house. All currently full members are invited to participate. On the agenda will be an update from the President and the Treasurer. If you cannot participate in person, it is essential that you **exercise your right to vote by appointing a proxy**.

Members and New Solo Pilots

The following **new solo pilots for 2014** were:

Jason Francis, Blair Saceda, and Milt Camp, Andrew Morton, Luke Rewega and Christ Alexi.

Planes

The club's latest addition to its fleet of S-12s is the green and yellow

"John Deere", this time complete with new gearbox, prop & radio.

The John Deere had been a favourite amongst members flying X-country, but was 'offline' for some time



due to maintenance and parts supply.

Since radio communications is one of our main safety concerns we will equip both S-12's with brand new digital technology MGL V10 panel mount radios, that include intercom.



A newly built amphibious Aventura II has been sighted doing trial flights around the club - and even once floating like a gigantic rubber duck in the pond at the end of the runway while testing the amphibious capabilities.



Mark Hoggett brought his "**weight shifter**" plane Pegasus Quantum 15 from the UK to Woodland. The first plane of this kind at the Club.

With a powerful Rotax 912 (80hp) engine, it climbs like a rocket, at an astonishing rate of more than 2,000 ft/m.

Club 2014 Closing Days:

- 17. April, Thursday: Maundy Thursday
- 18. April, Friday: Good Friday
- 20. / 21. May, Tuesday/Wednesday: Staff summer outing
- 25. December, Monday: Christmas Day
- 31. December/ 1. January, Wednesday/Thursday: New Year

Marriage Proposal - Accepted



A long standing popular TIF at the Flying Club is that the bride (or the groom) ask their partner to marry them using an ultralight fly-by.

How could anybody say No to such a marriage proposal?

So it was on January 21st that Raymond and Carl Mae agreed at the Flying Club to get married.

New Staff & Pilot uniforms



All staff received new **“uniforms”**. Mechanics with dark blue, ground keepers in green, kitchen and cleaning staff in white, office and pilots in light blue.

Filming a TV “reality show” at the club

As it happens occasionally (and unsurprisingly), the scenic surroundings and exciting ultra light flying at the club enticed a **TV crew from Channel 7**

(“Tropang Potchi”) to come and film using our ultra lights. The theme for their show is the Department OF Tourism’s main slogan **“It’s More Fun in the Philippines”**. And undoubtedly, one of the most fun things to do in the Philippines is to fly ultralight planes at the ACFC.

The winners of the last competition round were awarded with flights around Mt. Arayat. Of course that meant, make-up people, announcers, camera equipment as heavy as the ultra lights themselves.

As the two main stars, when interviewed after their flight, said, an “unforgettable and inspiring” experience. “We will be back”.



Flight Instructor's Corner

Safety is our primary motive for a few changes.

Many of you are aware that we now reference all our flying to “above mean sea level” altitude (MSL), instead of “above ground level” (AGL). We have also introduced a standard pattern altitude of 700ft MSL.



Background to the change from AGL to MSL is to comply with common practice. So now we set 100 feet on our altimeters before take off (the altitude above sea level of Woodland). We have reminders at the runway departure points. It is quite meaningless to depart Woodland and go anywhere else or report to

ATC with height above Woodland set on our altimeters. Enough said?

The pattern standard now is to fly downwind at an altitude of 700 feet MSL. That is to say 700 feet on the altimeter which was set to 100 feet before take off at Woodlands.

The background to this is to give our aeroplanes a chance of reaching the runway in the event of an engine failure whilst in the pattern. For most of our aeroplanes that would mean that the downwind leg needs to be flown fairly close to the field. Just inside the chicken sheds? Try it.

This is all fairly new, and in the interest of safety, we are expecting everyone to do their very best to comply. Let's see how it goes and please give your feedback to the instructors.

General pattern discipline.

We have a large area north of Woodland to practice manoeuvring. The risk of collision there is fairly low. As we get near the pattern the risk increases significantly. Please..., please use the pattern just as that. A pattern. Fly it at the correct altitude and use it to make an orderly route to

the runway only. Stay well clear of the pattern to do your practise manoeuvres.

The standard overhead join at 900 feet MSL altitude gives the pilot a good opportunity to look at the wind socks and view what the other traffic is doing.

- Are there other aircraft in the pattern?
- Is anyone else joining overhead?
- Is there anyone taxiing out?

Plan your joining the pattern from there.

Once on the way downwind remember the pilot in the plane ahead can not see you behind him. If he extends downwind follow him. He may be a low hours pilot and needs a long final. Don't be clever and cut in, it will cost you a few more flying minutes flying to follow him, but it is safer and you won't frighten him! You were a low hours pilot once yourself.

Summary:

- Set 100ft on altimeter before take off
- Stay well away from the pattern until you want to come back to land or practise patterns
- Downwind at 700 ft

Keep a good look out and fly safely...

