

NEWSLETTER - APRIL 2010.

FLYING HOURS . A total of 22.8 revenue hrs were flown in March, with nil cross-hire.

FUEL SURCHARGE . Cost of AvGas at AF for April has gone up slightly, up 1.72 cents/per litre. This increases the fuel surcharge to \$22.86 +GST / hr fo all April flying.

MAINTENANCE - WPQ. 19th March broken support bracket on nose spat, spat removed by engineers, and will require new brackets to be fitted. Also noted that Com 2 frequency had slipped one decimal point, suspect a plastic gear has slipped. Also noted that the rudder travel had a 'bump' mid travel. Checked that tail cone clearance to the rudder was OK. 23rd March a crushed up spiral bound notebook found on the floor pilot's side. Suspected that this had been jammed under a rudder pedal as the rudder travel now OK. The spare green tagged radio we had in our parts locker was fitted in lieu of the faulty com 2 radio, which is now at Acft Radio for assessment and repair. 26th March, VOR 2 and Comm 2 reported not working. VOR 2 checked OK, Com 2 found the decimal knob was slipping, grub screw was retightened to secure.

100 hr service commenced Tuesday 6th April, and initial word from the engineers is that the compression in #1 cylinder is way down, and the cylinder will have to come off to find the cause, this will most likely extend the service beyond the expected 2 days.

MAINTENANCE - WPZ. 9th March, while flying over Carsbrook close to the bay, WPZ suffered a bird strike to the junction of the right wing and the fibreglass wing root. Aircraft returned to AF carefully and safely, with no obvious problem to flying integrity. The impact, from the large feathers found jammed into the wing root junction, was probably from an ibis, quite a large and heavy bird. 2 photos are attached to show the damage caused. This was obviously an insurance repair as the wing would have to come off to remove the wing root section, and both required repair work carried out. A crack also resulted in the plastic sump cover at the top of the right main gear leg, and the rubber joining strip between the wing and the wing root was also torn, these two items ordered from USA and arrived 25th March and installed as repairs were completed, preliminary painting carried out, and the wing root section and wing re-installed. The acft was back on line late afternoon on 29th March, however, it will have to be flown to the paint shop at Caboolture when the current bookings are over for the repaired section to be painted properly. Ian Aviation carried out the repairs quickly and effectively, with the aircraft out of action for only 20 days.

GOBOKO BOOKINGS. Generally, the booking system is working well. However, over Easter, WPQ lay idle in the hangar, supposedly booked by one member for 5 days. When queried on Easter Saturday as to why it was still in the hangar and hadn't been flown, the member thought he had cancelled his booking 4 weeks ago. I'm guessing he cancelled one day only, possibly thinking that would cancel all days booked, and that is not the case, as each day has to be cancelled separately. So, always check the goboko site thoroughly later on to ensure that each day of your booking is actually cancelled.

NEWSLETTER DELIVERY. As was done last month, this newsletter is again coming to you via your inbox - it is a saving in printing and paper costs, and will be reviewed over time to see if this is the best delivery means. The intention is that the newsletters should also appear on the BFG website.

PHONE CONTACTS. I did enjoy my New Zealand trip for 16 days in March, now from 12th April I'll be out of action in hospital for a left knee replacement operation. So for possibly 8 or more days until I'm back home recuperating, I'll be unavailable for any phone enquiries or maintenance problem reports. During this period, please contact Mick Boyle, Chris Elder, or Michael Wain for any assistance or advice. My answering machine will be on and will relay these names and phone numbers, or Claire (better half) can take messages if needed.

Harvey Turner

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