

NEWSLETTER - MAY 2010.

FLYING HOURS . A total of 42.7 revenue hrs were flown in April, with nil cross-hire.

FUEL SURCHARGE . Cost of AvGas at AF for May has gone up slightly, up 0.8 cents/per litre. This increases the fuel surcharge to \$23.30 +GST / hr for all May flying.

MAINTENANCE - WPQ. 8th April confirmed that the #1 cylinder was damaged beyond feasible repair with worn exhaust valve guide and also cracks around the spark plug and in the exhaust port. A new cylinder was purchased and fitted to the engine, and aircraft back on line 9th May, and then flown to Scone where the pilot reported the starter motor was dead. Local engineer at Scone found a broken wire, this repaired and the trip to Temora continued. Further problems were experienced at Cootamundra, but a tap on the solenoid from the local NRMA mechanic got things going again. (Sounds like a trip to remember!). 25th April report that the DG was spinning and the airswitch not reading. We had a green tagged DG in our spares, so this was fitted, and the faulty one sent off for repair. 3rd May the starter motor was spinning but wouldn't engage on the ring gear. Engineers found a minor fault quickly and repair carried out. Reported the airswitch only working intermittently, so in for replacement of the actual switch. On 4th May, report that the left brake operation was very soft, and that the old Com 2 radio would receive but not transmit. A ground check later on found it was working normally, and engineers checked the left brake operation. 7th May aircraft flown to Narrabri, and pilot reported on his return that he noted a definite clicking when winding the trim wheel, and also that the battery operated digital OAT gauge wasn't working. 10th May found that Com 2 radio operating only intermittently, so the radio was replaced with our spare radio that just need some plastic gears which were butchered from the faulty radio to get it operational. The OAT gauge just required some switch adjustment and is back working satisfactorily. 13th May confirmation of the clicking in the trim gear operation and that the left brake was soft again, and these attended by engineers for repair. 14th May the left brake was found soft again so has been booked in for maintenance for Monday 17th to fix the problem. Please note that WPQ with the new cylinder in place requires straight mineral oil for the first 50 hrs flown to properly bed in the rings etc, and will be switched back to the usual detergent oil after the fifty hour service.

MAINTENANCE - WPZ. Shortly after coming back on line after the bird strike the acft was flown to Melbourne and on return on 19th April it was reported that the GPS/Com1 screen kept fading out, and that the vac. pump had failed. Acft was due for 50 hour service so these were repaired or replaced at the service. 4th May a report that the ignition key very difficult to turn in the lock, possibly as the key was worn, and also that the Tacho appeared to be reading about 200 RPM high at full throttle. Both were checked out, the ignition key appeared to operate normally and without catching, and a full throttle static test gave a 2,200 RPM reading which is normal, and within parameters for the Sensenich propeller. 10th May acft was flown to the paint shop at Caboolture to paint the repaired sections from the bird strike, clean up some remaining patches of corrosion and to paint the various new plastic parts fitted around the fuselage and the gear legs. The bird strike repairs cost over \$6,000 which was covered by our insurers except for the \$800 excess we had on our policy. Acft was back on line late Friday 14th May.

NEW MEMBER. Bruce Leitch's share has been sold to Jeremy Torpy. Bruce is not very well at all, and the sale of his share was handled quickly and efficiently by member and friend Ian Swift. Jeremy is expecting to finish his GFPT in the near future at Gil Layts'.

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 mentioned last newsletter that I would be out of action for a while with a knee replacement operation. Well, that's all over, and I am reasonably mobile again, although I expect it will be a few more weeks before recuperation is complete and I can dispense with crutches and or walking stick. Thanks to all who phoned or emailed wishing me a speedy recovery etc. So any problems found with the acft, please continue to phone me ASAP after a problem is found so it can be attended to immediately, as I won't be moving far from the phone or home for some time yet.

Harvey Turner

Secretary Director

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