

# THE MAGAZINE

Newsletter of the  
Melbourne Aviation Group



## Wash and Polish

### Wash and Polish

All are invited to participate in a wash and polish **this coming Saturday 11 May starting at 8:30am**. These are a great opportunity to meet with other MAG members, compare notes and tips and help keep the aircraft looking great and are normally finished by 10:30am.

## OKY Upgrade / Share call now

### OKY Upgrade / Share call due now!

**Please ensure you have completed payment of the share call this month to enable upgrade of OKY.**



A meeting was held on the 10<sup>th</sup> of April to discuss options for upgrade of OKY following receipt of initial bids that indicated the upgrade would be more expensive than the initial budget forecast. The consensus from the meeting was that we should reduce the extent of the specification so that the overall cost would be in line with the original budget forecast.

Additional research was conducted after the meeting to determine in detail how the specification should be reduced in order to stay within budget. The revised detail was considered at a board meeting on the 2<sup>nd</sup> of May and the board resolved to remove the G3X from the specification and use GI275 indicators to display information. The full specification is shown toward the end of this newsletter.

In essence the upgrade will deliver virtually all of the functionality of the earlier specification that will deliver significant benefits to both VFR and IFR pilots. All equipment that is no longer supported by original equipment manufacturers, including both GNS 430s will be removed which reduces the possibility of unplanned and unfunded maintenance events in the future.

However, there will be less focus on the look of the panel with information displayed on more traditional discrete instruments rather than on a large glass panel.

We anticipate final bids will be received in the very near future. The next hurdle will be to sign a contract with the vendors however this cannot be done until we have money in the bank. So, we ask that all share holders' complete payment of the share call as soon as possible and not leave it until the deadline which is the end of this month of May.

## OKY Autopilot

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The autopilot in OKY has been unserviceable since early February. There will be a push on repairing it during the 100 hourly however the aircraft is experiencing low utilisation, in part because of the unserviceable autopilot, so the 100 hourly may take some time to become due.

## Changes to Service Agreement

The last newsletter reported that section 1.8 of the service agreement had been amended to specify a maximum of 50 hours of aircraft hire without additional approval of the board. The board has made a further amendment to section 1.8 which now specifies a maximum of 50 hours per year for each of the aircraft. I.e. a total of a maximum of 100 hours without additional approval by the board.

The board has taken the following factors into consideration:

### Prior practice

- I have reviewed the records of flying hours going back to 2006. Prior to 2023 no one had hired MAG aircraft for more than 100 hours in year and only around six people hired for more than 50 hours. In some cases the high hours were associated with flying training or one or two large trips around the country.

### Effect on share calls

- The aircraft upgrade policy is based on a ten yearly change over of aircraft with an expectation they will fly roughly 3000 hours in the ten years.
- Experience has shown that if we can buy an aircraft with around 1000 hours and sell it at around 4000 hours then the upgrade price leads to an unpleasant but bearable share call.
- Imagine a hypothetical situation where an individual flies the aircraft for 200 hours per year or 2000 hours in the ten years. The aircraft would then fly 5000 hours in the ten years. If it was purchased at approximately 1000 hours then we would be selling it at 6000 hours rather than 4000 hours.
- A 6000 hours aircraft is perceived to be significantly older than a 4000 hours aircraft and the market value is less so the share call would need to be higher.
- The current share call has been unusually onerous because the industry has moved away from rate-based autopilots to digital technology with signal provided from modern artificial horizons or similar. This has necessitated replacement of a significant portion of the instrumentation which combined with the poor exchange rate, has led to a high share call on this occasion. Fortunately, the airframe is still relatively young so we have been able to keep the airframe. If the airframe was 2000 hours older than we would have had to go to a more expensive option with a higher share call.

### Effect on ease of making bookings

- Members routinely contact directors to make them aware of their concerns. There has been a higher number of comments over the last year regarding the difficulty in booking the C182.

### Effect on maintenance management

- The role of maintenance management of the aircraft is provided free of charge by our maintenance director Rodney Hunt. This is a time consuming and demanding task. The task is related to the number of hours flown during the year. In the past aircraft flew around 300 hours a year. If an individual flies the aircraft for 200 hours then the workload increases significantly. If more fly for that number then the workload increases further which would make the current voluntary nature of maintenance management untenable.

## Board decision making

It is essential for the ongoing MAG business that appropriate and timely decisions are made. In accordance with normal business practice shareholders elect board members at the AGM and shareholders are encouraged to seek election as a director.

Directors discuss issues and vote at director's meetings to formulate policy.

On some important issues like the upgrade of OKY the board arranges meetings to seek guidance from shareholders.

On relatively routine matters the board is guided by director's experience and judgement. It would be time consuming and inconvenient to seek guidance from shareholders on every issue.

Shareholders are encouraged to speak with directors if they want to bring a point of view to board meetings.

Board members and their contact details are listed in the MAG contacts list on the MAG web site.

## OKY Upgrade - Specification

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The following is the amended specification for the upgrade of OKY.

#### **New (Garmin) Equipment:**

GI275 ADAHRS w/GMU11

GFC 500 Autopilot 3 servos Pitch/Roll/Pitch Trim inclusive of GMC 507, Yoke trim switch and

Smart Glide button on the panel

GTN650XI Black GPS/NAV/COM incl of data card/databases

GNX375 Transponder/GPS

GTR 205 COM

GSB 15 USB charger

TCW Standby Power 24V 3Ah, for COM and GPS back up

#### **Keep & reuse from existing panel:**

GMA340 Audio Panel

GI275

Clock with USB

Airspeed Indicator

Altimeter

Air time switch/counter (Hobbs)

All engine related instruments

#### **Remove and trade in from existing panel;**

Aspen Evolution EFD1000 PFD

2 x Garmin 430W

S-TEC 50 Autopilot

T&B Gyro/indicator

CD Player

#### **Comments;**

Use existing panel and add cover plates where instruments are removed

Install the two GI275 in Aspen location (will require a cover plate)

ADSB IN to be displayed on GTN650XI, GNX375 & GI275 and audio warning for traffic.