

# THE MAGAZINE

Newsletter of the  
Moorabbin Aviation Group



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## BOARD NOTES

Feedback from the information session in June (discussed below) has strengthened the Board's conviction that we should not buy a replacement aircraft at this time. But should instead focus on refurbishing and upgrading OKY to make it suitable for the next ten years.



The board has identified the key components of the proposed upgrade (described below) and committed to implement the upgrade in a timely fashion next year. At the same time no commitments will be made with vendors until after the AGM to provide time for alternatives to be considered.

A request for a share call of \$1000 will be circulating to shareholders in the next week so that we can start accumulating funds for the upgrade. Overall, we anticipate the project will require a contribution of a total of approximately \$3000 from every member that will be raised over the next ten months.

### 60<sup>th</sup> ANNIVERSARY & AGM Wednesday 25<sup>th</sup> of November

## 60<sup>th</sup> ANNIVERSARY & AGM

A date for your diary. The 60<sup>th</sup> anniversary of MAG and the AGM will be held on Wednesday the 29<sup>th</sup> of November from 1800 for drinks, AGM to commencing at 1900. If you have suggestions, then please contact Selwyn Favish and Gerald Smith who are organising the details.

### TYRE FLAT SPOTS

## TYRE FLAT SPOTS

Pilots are reminded to check for flat spots on tyres before flight, take a photo and report any observed damage.

The extra awareness and vigilance seem to be paying off as tyre damage from flat spots to has been reduced in recent months.

### WASH & POLISH

## WASH AND POLISH

All are invited to participate in a wash and polish on the morning of Saturday 7 October. These are a great opportunity to meet with other MAG members, compare notes and tips and help keep the aircraft looking great.

### SHARE SALES

## SHARE SALES

I was approached recently by a person interested in buying a share in MAG. It made me reflect on the fact that in a group of 38 members it is only natural that perhaps 4 or 5 shares change hands per year. But during Covid there were very few transactions as people were not in the market to buy an aircraft due to restrictions on travel.

The Board is looking at ways to promote the group to stimulate the number of people that may be interested in buying a share to increase share value and satisfy any pent-up demand

	<p>for sales. If you know of anyone that is interested in becoming a member of the group then please ask them to contact the company secretary, Richard Weil, who will be able to provide them with a list of people interested in selling.</p> <p>If you are interested in selling then please let the company secretary know so that he can put you in contact with interested buyers.</p>
SPRING HAS SPRUNG	<p><b>SPRING HAS SPRUNG</b></p> <p>With the return of good weather people who have taken a break over the Winter period will be looking to get back into flying. Remember to check if your PPP is due, or if you want to brush the cob webs off, and email Bill Holmes to make an appointment for a PPP.</p>
FEEDBACK FROM JUNE 21 <sup>st</sup> INFORMATION EVENING	<p><b>INFORMATION EVENING FEEDBACK</b></p> <p>The information evening held at the airport terminal on the 21<sup>st</sup> of June was particularly well attended and we are grateful to the 17 shareholders who attended. The number compares well with the 23 that attended last year's AGM and is in fact higher than some AGMs that we have had.</p> <p>A show of hands showed strong majority support for the proposed upgrade.</p> <p>There were several topics that were discussed and some requests for more information which are shown below.</p>
	<p><b>DISCUSSION TOPICS</b></p>
Replace with a Cirrus	<p>The option of replacing OKY with a Cirrus was raised. Several participated in some mental arithmetic and estimated costs of a suitable aircraft. It was estimated that we would need to raise perhaps 150% to 200% of the proposed fund raising to obtain a suitable aircraft. The feeling was that this would be too much at this stage.</p> <p>An exchange rate of 0.95 rather than the current 0.65 might well change the arithmetic. But there is no short-term prospect of this happening.</p>
Upgrade the audio panel	<p>The suggestion was made that we should upgrade the audio panel as well as the other avionics. The notion was that if we are upgrading everything else then we should do the whole job.</p> <p>An upgrade of our existing GMA340 to GMA342 will add USD 2,045 for the unit and a small installation fee since this is a slide in replacement. It would deliver Bluetooth, a recording of the last transmission and better audio &amp; squelch.</p> <p>The board's current view is that the benefits don't outweigh the costs.</p>
Upgrade Aspen rather than Garmin	<p>The suggestion has been made to upgrade using Aspen technology rather than Garmin. The existing Aspen display will not interface with modern autopilots that will deliver significant safety benefits.</p> <p>The path would be to upgrade the existing Aspen PFD to a 1000 Pro Max PFD and pair it with an Aspen 500MFD and upgrade the existing STEC autopilot to an STEC 3100.</p> <p>However, investigation has revealed that;</p> <ul style="list-style-type: none"> <li>the STEC 3100 is not approved for the Pa28 and STEC has no plans to have it approved.</li> <li>The Aspen cannot pair with the GFC 500. It could pair with a Garmin GFC 600 autopilot however the GFC 600 is significantly more expensive than the GFC 500. The GFC 500 is much the same cost as the STEC 3100.</li> <li>The Aspen is \$2000 less cost than the Garmin G3 however the saving would be overwhelmed by pairing with a Garmin GFC 600</li> <li>A full Garmin panel will give better integration and redundancy than a mix of different brands.</li> <li>The G3X has more display space, more functionality and can display engine data while the Aspen cannot.</li> </ul> <p>The board's current view is that an all Garmin panel will give a better result.</p>
ADSB In	<p>One of the key benefits of an upgraded ADSB in is the delivery of a warning to the pilot in the event another aircraft is on a collision course.</p>

Sell both GNS430s

A suggestion was made to instal an ADSB receiver (for example Garmin GDL39 or GDL50) behind the panel rather than upgrade the transponder. Investigation revealed that this would be a lower cost but would not deliver a detailed audible warning but only a general message like "Traffic- traffic". So, the pilot would need to be looking at the display at the time when a conflict is about to occur to be warned of an impending collision. The lack of an audible warning with direction & height would mean that the collision warning functionality would be significantly degraded. The proposed transponder upgrade will give a detailed audible warning like "Traffic, 10 O'clock, same altitude, two miles".

The board's current view is that the safety benefit justifies a new transponder.

The GNS 430's still have a good resale price even though they are scheduled to be phased out. The current proposal is to keep one GNS 430 in the panel.

A suggestion was made to sell the GNS430 rather than keeping it.

If the second GNS430 is sold then we would need to buy a radio, presumably at the full new radio price. Even with the new radio price It is likely that the changeover would still be profitable and lower the cost of the project and would deliver a new radio that should not need as much maintenance support as retaining the existing GNS430.

There are two significant benefits in retaining the existing GNS430;

1. Pilots are already familiar with the GNS430. So, the transition to the new instrument system will be easier as pilots will have technology they can fall back on as they build their skills on the new equipment.
2. The second GNS430 would give additional redundancy. All of the proposed new equipment has very high reliability as long as it is operated within design parameters. If, for example, water somehow gets into the circuitry then of course the situation changes. A physically separate system offers belts and braces redundancy.

The board's current view is that we should retain one GNS430.

KEEP SOME  
ROUND GAUGES?

The round gauges that will be removed from the panel have little if any resale value. Some, perhaps the ASI and altimeter, could be retained on the panel. They are not mandatory so it is really a question of whether shareholders would like to retain them. This detail can be left until the detailed planning stage and has little bearing on cost.

KEY COMPONENTS  
OF PROPOSED OKY  
UPGRADE

The following are the key components of the proposed upgrade.

- G3X touch-GDU 460 10.6" system
- GTN650Xi Black GPS/NAV/COM/System
- GTX 354 ADS-B in/out transponder
- GFC500 – Piper PA-28-181
- GSB 15 USB charger
- New instrument panel
- Panel mount suitable for pilot's mobile device.
- Also under consideration GEA 24 – Engine Indicating System

