

THE MAGAZINE

Newsletter of the
Moorabbin Aviation Group



Wash and polish – This coming Saturday the 25th of March.

Please come to the wash and polish this coming Saturday the 25th at the wash pad next to the RVAC. Starts at 8:30 and will be finished in two hours. Done by 10:30.

Mark Semer is organising and all washing materials and a tea and coffee and a pastry will be available. This is a great opportunity to meet other members and organise some mutual flying or get some tips on getting the most out of the group.

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BOARD NOTES

Peter Cossins advised at the last Annual General Meeting that he would be retiring from the role of Chairman of MAG's board of directors.

A role that he has held twice since he first took on the chairmanship in 2005.

The board unanimously passed a motion "That the MAG Board wishes to extend our sincerest gratitude to PC for his many years of dedicated service to the group. Peter has set the highest standard of professionalism, courtesy and consideration for his colleagues, and we are all deeply grateful for his contributions to the success of the organisation."

Peter accepted an appointment to the role of Deputy Chairman which will assist with providing continuity in the group.



Bill Holmes has taken up the role of Chairman of the Board. Bill has been a member of MAG since 1991 and was a member of the board in the late 90's and early 00's. He has a CPL and instructor rating and has been active in developing the PPP within MAG. His professional career was in engineering and, among other things, was co-founder of the Industrial Maintenance Roundtable which went on to bring around 300 companies from around Australia and New Zealand together in around 300 meetings a year to collaborate and learn about how to improve.

There have been two other changes to the board since the last newsletter. The end of Covid's travel restrictions has freed Colin "Bomber" Dale so he is again globetrotting between Ascot and Octoberfest. And Selwyn Favish is relocating to Brisbane. Unfortunately, their travels make participation in board meetings more difficult. We are very grateful for their contributions and efforts over the years.



PROMOTING MAG

Sadly, at some stage, all of us will sell our share in MAG. Of course, at that time we would like the share price to be as high as possible.

The quality of the aircraft, and the stability of a 60 year old syndicate are major factors in determining the share price.

Another important factor is the number of buyers who are interested in buying a share at the time we wish to sell. If there are a large number of buyers who have a keen interest in buying, then we are likely to receive more for our shares.

The board has recognised this and Mark Semer has volunteered to take on the role of "Promotions Director". Please do contact him with ideas on how and where we might advertise the opportunity of being a MAG shareholder. This may well be the lowest cost way to significantly improve share value.

CHAMPION PILOT

Andrew Stopp has for the second time been awarded Champion Pilot at the Australian Light Aircraft Championships, held recently in Echuca.

The Championships have recognised the skills that Andrew has honed across a range of categories from landing precision to streamer cutting and formation flying.

MAG's Archer is an ideal aircraft for formation flying and for developing precision in the basic handling skills that are needed to win a championship. If you are looking for some ways to improve your skills and find a new challenge in flying, and have a fun doing it then perhaps look at trying out formation flying in the Archer. It would be hard to find someone more knowledgeable than Andrew for tips.

60th ANNIVERSARY

This year is the 60th anniversary of MAG. We believe it is the oldest syndicate in the country which is definitely cause for celebration late in the year, to coincide with our AGM.

Selwyn Favish and Gerald Smith have volunteered to make it a memorable event.

ATC VISIT

Selwyn is also planning a visit to the Air Traffic Control centre at Tullamarine. Selwyn will be circulating information in the near future with dates and timing and there may be an opportunity for getting together for a meal before the visit.

Apparently ATC can handle a maximum of 15 people in the group so participation may be limited and will be on a "first in first served" basis so feel free to register your interest with Selwyn early.

TYRE MANAGEMENT

The good news from the recent 100 hrly was that the tyres did not need replacement. Tyres cost perhaps \$400 to replace and the C182 seems to suffer from the problem more than the Piper. Tyres inevitably wear out from regular service but their life is dramatically reduced if brakes are locked even momentarily. It is possible that a pilot may not be aware that they operate in a way that causes excessive wear. We are asking that all pilots using the C182 inspect the main gear, and roll the aircraft enough to see the hidden side of the tyre as well. Please take a photo and send to Rod Hunt if you find a flat spot so that we can provide feedback to previous pilots, so that people can improve their skills.

AROUND THE ZONE

I rang the tower last week to ask what pilots transitioning close to the zone boundary can do to minimise chances of infringing the zone.

He said:

- Of course we must be on Mb frequencies when we are within class D.
- We are not required to talk, or listen to the tower if we are tracking clear of the 3 mile zone boundary and out of class D.
- It is desirable that we have our second radio set to listen to Moorabbin as they will try to call if there may be a risk of infringement or some other hazard.

He said that they have heightened interest in aircraft that are within six miles of the airport.

He said they appreciate it if pilots call and let them know if they will be tracking close to the boundary particularly:

- North and South of the airport as high performance aircraft may be straight in for 17 or 35.
 - Imagine a Citation straight in for 17, or launching off 35, and a random, no radios, aircraft wandering around 3 miles north of the field.
 - Or an IFR aircraft inbound from Carrum in poor weather while there is a no radio aircraft transiting East to West just South of the boundary.
- On the coastal route to the West of the field. Apparently the narrow path that aircraft tend to take on this route combined with aircraft departing and entering across the path make this a high concern area. So a call saying you are “tracking southbound on the coastal route and will stay OCTA” is appreciated. And they can easily contact you if there is a hazard or if you are straying too close.

WASH AND POLISH

Remember to come along next Saturday to help with washing the spots off the wings and rubbing some polish in. Have a coffee and meet some fellow members, get some tips on how you can get more out of your membership and halve the cost of flying by organising some mutual flying.