

THE MAGAZINE

Newsletter of the
Melbourne Aviation Group



OKY Upgrade / Information evening

OKY Upgrade / Information evening 10 April

Seven companies have been asked to bid on the upgrade of OKY's panel.

Unfortunately, the prices in the bids are higher than the initial quotes made early last year. The collapse in the "trade in" price for our old instrumentation, the increase in price of new instruments, the relatively weak Aussie dollar and the fact that the vendors are now overwhelmed by upgrades have all been factors.

You are invited to attend an information evening next Wednesday the 10th of April at the Moorabbin airport terminal at 7:30pm to discuss our options at this stage. Options include:

- Continue with our current specification at an increased price, or
- Trim our specification, or
- Go a different path.



OKY Autopilot

OKY Autopilot

The autopilot in OKY has been unserviceable since early February. It is not clear if this is a repairable issue or if it is beyond repair because the manufacturer no longer provides spare parts. A focus will be placed on this issue at the next 100 hourly maintenance session to establish where we are with this problem.

DKC Starter motor problems \$5000

DKC Starter motor issues

In the last six months the ring gear has been replaced twice and the starter motor once on DKC due to damage to gear teeth costing approximately \$5000. This is after a very long period with no damage at all. The maintainers tell us that they cannot think of a hardware issue that could have caused this failure pattern.

It is most likely a pilot procedure that is causing the damage. If the key is turned to engage the starter motor while the engine is turning then the gears may engage in a way that causes damage.

Some pilots like to turn the key to check magnetos are operational immediately prior to shut down irrespective of whether it is specified in the Pilot's Operating Handbook. It seems that this is the most likely time when a pilot might inadvertently turn the key too far and momentarily engage the starter motor while the engine is turning.

It is also conceivable that the problem could be caused at the beginning of the flight. If the engine is cranked and rotates but does not "run up" then a pilot might re-engage the starter motor before the propellor has stopped completely.

	<p>Given the problem has only appeared in the last year it may be that a newcomer to the group, or a person who has recently transitioned to DKC is causing the problem. But it may also be someone who has been flying DKC for years but has changed their procedure.</p> <p>Discussion about starter motor / ring gear problems will be added to the PPP so in future pilots doing a PPP should be able to discuss how the pilot might inadvertently cause damage to ring gears and starter motors.</p>
Changes to Service Agreement	<p>Changes to Service Agreement</p> <p>There have been some adjustments to the Service Agreement in recent times which are summarised below</p> <p><i>1.8 From 1st July 2024 the maximum allowable flying hours be fixed at 50 hours for a financial year, however, a member who has a special reason for exceeding that limit may apply to the Board to obtain prior approval to exceed that limit.</i></p> <p>Explanation - As a group we would like to see members have the opportunity of flying with reasonable access to the fleet. But what is “reasonable”. The Board has reviewed past pilot annual flying data and has decided that a maximum of 50 hours by any one member alone is a fair share of access</p> <p><i>5.8 A member may request the Maintenance Director for an early 100 hourly maintenance to be undertaken. The member will be required to pay the lost provision for maintenance income up to and including the 100th hour.</i></p> <p>Explanation - Previously the Service Agreement allowed a member to request an early 100 Hourly with no charge for loss of income after the 96th hour. There has been a greater focus on doing the 100 hourly on time to minimise costs.</p> <p><i>5.4.1. That overrun beyond the scheduled 100 hourly maintenance is not permitted without the express prior approval of the Maintenance Director in accordance with CASA ADVISORY CIRCULAR AC 43-02 v1.0</i></p> <p>The Advisory Circular provides a formula where in certain circumstances the 100 hourly can be delayed. However, any delay causes problems at the next 100 hourly. So, the board wishes to keep this option for exceptional situations. Members are to plan that a 100 hourly inspection will occur at a maximum of 100 hours flown.</p>
Wash and Polish	<p>Wash and Polish</p> <p>All are invited to participate in a wash and polish on the morning of 8:00am Saturday 11 May. 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.</p>
Gerald Smith	<p>Gerald Smith</p> <p>I reported in the last newsletter that Gerald was able to return to Australia in November after his heart attack. He has been engaged in an extensive rehabilitation program in hospital. Unfortunately, it is likely to be some time before he can regain his air crew medical. So Gerald has decided to sell his shares in MAG. If you know of anyone who may be interested in buying then please let the company secretary Richard Weil know so the message can be passed along, or contact Gerald directly.</p> <p>Thanks again to Gerald for all his assistance to the Board on financial reports and in the support of events, and best wishes for the future.</p>