

# Parakai FLYING SCHOOL

## SEPTEMBER NEWSLETTER

### WELCOME SPRING!

Spring has got to be our favorite season...it rains less than winter and it means summer is just around the corner! As always, we hope you enjoy this newsletter and will continue to read through further editions and forward to anyone you know who may be interested. If you don't wish to receive any further issues of the newsletter, please unsubscribe as per the directions...

### PPL THEORY EXAM SITTINGS

We are now offering monthly PPL Written Exam sittings. The dates until the end of 2010 are as follows with the application deadline date in brackets:

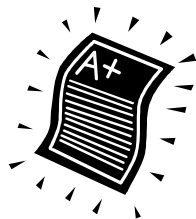
25/09/10 (17/09/10)

16/10/10 (08/10/10)

20/11/10 (12/11/10)

11/12/10 (03/12/10)

Contact us for your application form and any further details required.  
info@flywest.co.nz 0800 FLYWEST



### TCAS'S NOW INSTALLED

If you've been flying recently and noticed a funny little black box on the dashboard of the plane, that's the TCAS. To use it, you need to press the power button to turn it on; it will switch to flight mode once your airborne. For further instruction on how to use them, ask your flight instructor, Simon Lockie, or Bryn Lockie.



TCAS's ready for shipping. The Parakai Flying school bulk order means there are now 13 safer planes flying around in New Zealand. We will do another order if there is a lot more interest. Please let us know if you missed out!



### FACEBOOK DRAW

Have you joined us on facebook yet? Well, you should! We are offering the chance to win a Flight School 101 voucher that you can give as a gift once we reach 150 "likers". Go to: <http://www.facebook.com/flywestnz> and click the LIKE button.



# Parakai FLYING SCHOOL

## SEPTEMBER NEWSLETTER

### DAYLIGHT SAVINGS TIME

Just a reminder that Sunday 26 September marks the start of Daylight Savings time. Daylight savings means that it will be light longer into the evening which in turn means flying later into the evening! Contact us for plane and instructor availability for your after work session.

### FROM A STUDENT'S PERSPECTIVE

Angelle Lockie has started a blog, Pilot in Pink, to share her experience of working toward her PPL with Parakai Flying School. She writes of her 9 August flying lesson : "The bane of my existence is taxiing. And the highlight (or lowlight, depending on how you look at things) of today's lesson was a taxiing incident. An incident that was not dramatic or scary, but just embarrassing. Today I taxied off the side of the runway into the soft, wet grass. I had to shut down the plane, at approximately the midpoint of the runway, and get out and push it back onto the seal. Not only did I push, Doug pushed, and two of the engineers from a nearby hangar came out to help us too...I wasn't so stuck that I needed all of us, but I guess it's good to know the help is there if I ever am."

To read more visit her blog at <http://pilotinpink.blogspot.com>

### TECHNICAL CORNER – AIRCRAFT STRENGTH FACTORS

BY BRVN LOCKIE L.A.M.E.

The designer of an aircraft has quite a balancing act. They want good performance and handling, strength and a light weight, to allow a greater payload. A heavier aircraft needs a more powerful engine, more fuel, and a heavier structure to support that.

The common factor used for aircraft design is 1.5. That is, the designer calculates the maximum stresses they think the aircraft will encounter, and makes the design 50% stronger than is required. If we take the Cessna Aerobat for example, it is designed to handle flight loads of +6Gs and -3Gs, and the design failure load that was confirmed by testing (when the aircraft was new) was +9Gs and -4.5Gs.

There are some around who will tell you that because aircraft have safety factors in the operating limits, that it is safe to exceed them. They have now become test pilots - career as a crash test dummy anyone?

Over time, various areas of weakness may show up. Maintenance schedules are designed to be frequent enough to pick up a weakness before it goes too far. When a weakness is found it is repaired and reported so that the wider aviation community benefits. Safety of the design is maintained by operating per the flight manual and constant inspections. The greater the number of the same type of aircraft built in the same factory are operating, the lower the chance that you will be the one to find the weakness. Safety in numbers.

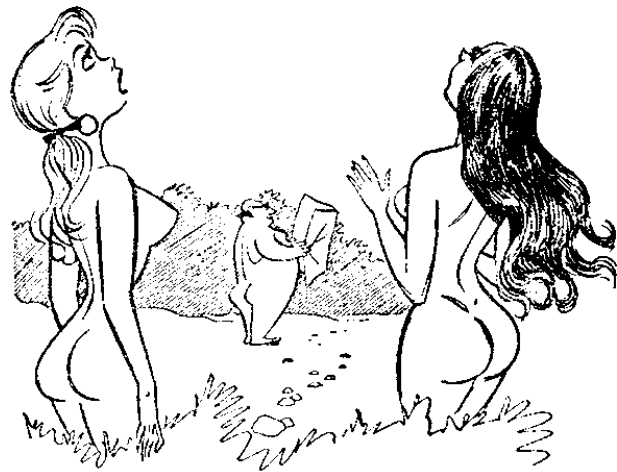
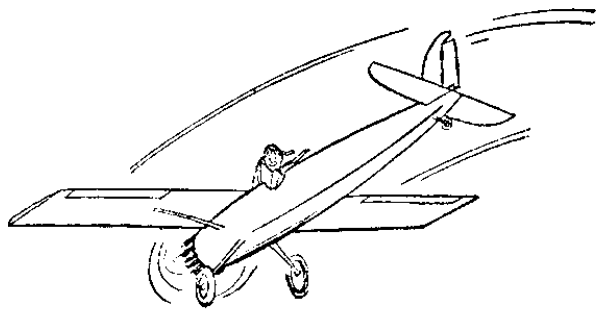
Light aircraft are very strong where they need to be - structure, internal engine parts etc, but parts subject to human forces are just not designed to be used like gym equipment. We use only the force required, and let the body builders keep to the gym. We also have to be careful how we handle the aircraft on the ground i.e. the prop blades are very strong at the root and not so as we move out due to leverage. The spinner is only designed to separate airflow, not to push the aircraft around. So there are specific areas that are suitable to use force on for ground handling on each aircraft type that are strong enough due to their design for flight loads.

# Parakai FLYING SCHOOL

## SEPTEMBER NEWSLETTER

### SEPTEMBER MINI-QUIZ NIGHT

We had such a great time getting together at The Hangar (104 Central Park Drive, Henderson) that we've decided to do it again! Meet us there on **Wednesday 29 September between 7-9pm**. Bring a friend, have a beer, share some flying stories and join in the aviation themed game for your chance to win a prize.



"He must have engine trouble. He keeps flying in circles!"



Left: Yes, people do notice if you circle around their property!

Above: Co-pilot's checklist, we've actually seen something like this in a real plane...

### PRICE RESTRUCTURING

Along with the GST increase on 1 Oct, we have decided to restructure our pricing and begin to offer a membership with excellent cost saving benefits. Stay tuned for the announcements in the next few weeks.

### TWITTER

Parakai Flying School is now "tweeting". Find our feed at <http://www.twitter.com/flywestnz>



### CONTRIBUTIONS TO THE NEWSLETTER?

If you have any stories or information you'd like to share through the newsletter, contributions are always welcome. Email us with your idea.