

April-May 2023

RAANZ RECPILOT



- Yealands Classic Fighters Omaka
- What's the Matamata?
- The First Microlight in New Zealand
- Inspection Authority Audit

WELCOME TO THE APRIL-MAY RECIPILOT

A bumper issue this month – hopefully it's not too big! We have two reports of the RAANZ National fly-in at Matamata, Keith Morris's first in a series of Microlight history, and photos from the superb Classic Fighters Omaka.

The data analysis that RAANZ are doing (see the CEO Report) is fascinating, and a welcome spotlight on Microlight safety.

I'm still feeling my way as editor, feel free to provide feedback to editor@raanz.co.nz – especially on such things as file size and format - we've already had one constructive suggestion about a layout change.

Brian Greenwood
Editor

Cover – JMB Aircraft's suitably registered ZK-JMB at the Classic Fighters Omaka Friday Night Spectacular. A worthwhile event by itself, let alone one in the middle of a world class 3-day airshow.

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Notes from the CEO

Scott James

The last couple of months have been busy. The RAANZ annual fly-in was a great success and particular thanks to the Matamata club for putting it all together. Next year we will be down on the West Coast. Watch for more details.

Some of the Exec also met with the CAA. We now have agreements on data sharing of anonymised accident and incident data.

We are still in the early stages of the data analysis but do have preliminary information on the accident data from the last 20 years. Of particular interest is the following

Reporting of accidents to CAA is a legal requirement. We notice that many of reports are not fully completed (e.g. a significant number of accidents have been excluded from the graphs above as they did not have the information). I would encourage you all to complete these as fully as possible. Identifying trends in the causes of accidents and incidents will help us all to improve our safety. Please note that you are also required to report incidents to RAANZ.

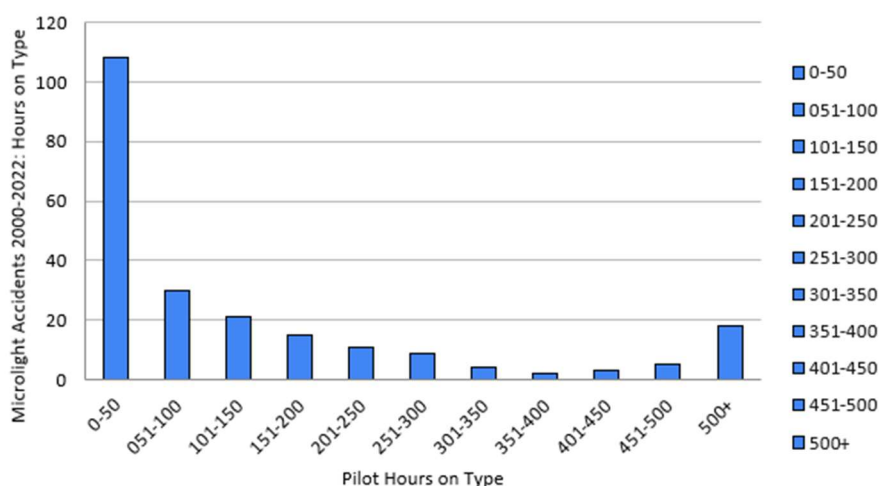
Next month we will be starting a series of Instructor workshops. I would encourage all instructors to attend

one if at all possible and I hope to meet many of you over the rest of the year.

Fly safe,

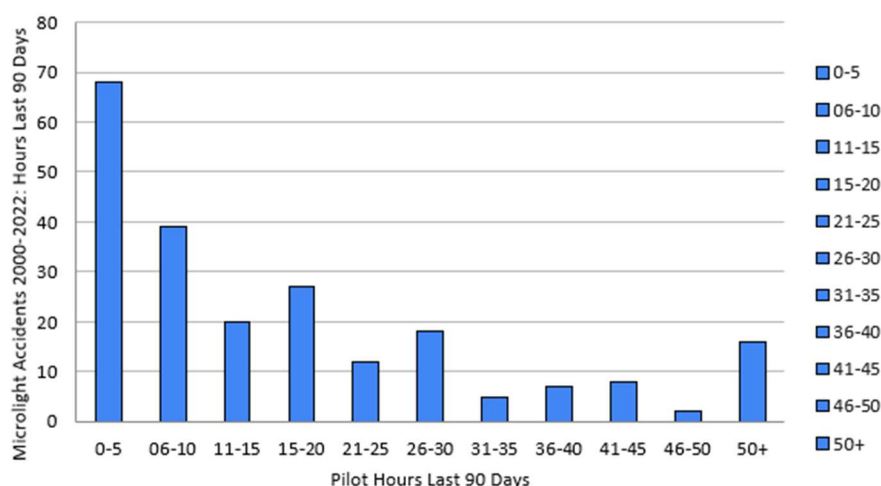
Scott James
RAANZ CEO and VP

Microlight Accidents 2000-2022: Pilot Hours on Type



It is very clear that a low time on type, and low hours in the previous 3 months, is correlated to the chance of an accident. Obviously we aren't suggesting that you shouldn't fly if you are in one of these groups, but it is certainly worth understanding that there is likely a higher risk. If you last flew 85 days ago, consider grabbing an instructor and doing some circuits. Likewise, you may be current, but haven't flown a particular type for some time, a little time with an instructor is probably a good idea.

Microlight Accidents 2000-2022: Pilot Hours Last 90 Days



We have just started working on the list of Incidents. This is data amalgamated between CAA and RAANZ. There will hopefully be some insights from this data in the next newsletter.



Operations

Roger Ward

I am pleased I made the effort and got up to Matamata for the Fly in.

We have come a long way over the years. There weren't too many early generation machines to be seen but in my view any aircraft, with a few exceptions, is absolutely Ok.

One of the biggest assets we have, apart from the keen, active and safe membership, is the experience both in hours and years of our ATO and Instructor group. This is not a group on a quick clip the ticket trip before an Airline career, but a group that is absolutely passionate about our sport. Many of our group have done the Airline thing and are now putting heaps back. My latest calculation of our ATO group of 60 involves around 1980 years of and 234,000 hours of aviation experience. Awesome stuff.

One of the main tasks of the Instructor group is to mentor the next generation of Microlighters. It was amazing to see the amount of mentoring that was occurring getting to / from and at Matamata. Lots of experience in the right-hand seat with eager sponges in the left. What better way to learn than to do a dual significant trip around the country and catching up with likeminded folk for a weekend. Lots of collaborating about weather, best way to go, looking out for each other and who we should drop in and see next. Very refreshing.

Very refreshing also to see maps on tables, weather studied, routes planned, lines drawn and times

calculated. Old fashioned maybe but necessary to confirm what the technology is trying to tell us.

Hokitika is the venue for next year and the Coast is certainly something special.

BFR / AFR

RAANZ has always been a club-based organisation working on the fact that if we keep an eye on what is happening locally we are able to nip potential problems in the bud.

One of the tools we use is the '**Out of area Certificate issue and Renewal**'. This effectively means that if you wish to do a renewal or test outside your local area i.e., where you live not what club you belong to, then the Out of Area Instructor will make contact with your local group before proceeding to see if there is a problem that he should know about. Shopping around for a dodgy WOF for the second car used to happen but shopping around for an easy BFR has absolutely no place in Aviation and won't work.

Regards,

Rodger Ward

RAANZ Ops

Heading image: Roger Ward drops his amazing CriCri into NZRT during the recent CRAC Open Day. Your editor isn't sure if this is what he used to get to Matamata.



Yealands Classic Fighters Omaka 2023

Brian Greenwood

Making a welcome return to this post(ish)-Covid world, Classic Fighters Omaka was a spectacular event that fulfilled most of my Air Show fantasies!

Displays ranged from the Bleriot replicas of pre-1910, through World War One, the classic era of the 1920's and 30's, World War Two, and into the modern era of fast jets and Turbo-prop trainers and transports. Set this against the beautiful autumn colours of the Marlborough vineyards and hills, and you have probably the widest airshow range in a beautiful natural amphitheatre. I thoroughly enjoyed it!

The commentators apologised at one point for the lack of World War One aircraft, with a couple of Aussie imports (Fokker Eindekker and D.VIII replicas) not being cleared through customs in time – but we were given an aviator's smorgasbord already, with the Sopwith Pup, two Nieuports, and the gorgeous newly-restored Bristol Fighter.



The Inter-war period was represented by a Pietenpol, Cam and Tracey Hawley's beautiful Beech Staggerwing, DC-3, D H Tiger Moth and DH Fox Moth, and no less than five Waco

Biplanes of various types. The Wacos were a sight to behold, every one of them appeared to be a gem of a restoration.



Heading, The Chariots of Fire Fighter Collection's Sopwith Pup against the Vineyards of Northern France Marlborough.

Left, The newly restored Bristol Fighter replica in the colours it was going to wear in (I think) 'High Road to China'.

Above, the delectable Wacos including the super-posh cabin biplane owned and flown by Jay McIntyre.

If you're beginning to detect some hyper-enthusiasm from your Ed, you'd be right!



World War Two was represented by the Spitfire XIV, Spitfire IX, P-51D, P-40s (including the time-capsule “Gloria Lyons” of the John Smith collection), FW-190, Harvards (the Roaring Forties plus the SAAF and Bevan Dewes’ newly-restored NZ1044), Yak 3M and Yak 3U “Steadfast” (complete with wingtip smoke generators), Avro Anson, Polikarpov Po-2, and the gob-smacking ex-John Smith De Havilland Mosquito – which was gently taken out of the museum and coaxed into life (**Heading photo**). To see this hugely valuable aircraft spring into life, even for a gentle run-up, counts as a life experience for an AvNut© like me. I have to mention the full-sized V-2 Rocket on its launcher, which blown up on the last day.

Post-war aircraft were the Yak 52s (who repeated their fantastic 9 ship loop!), the awesome DH Venom, the T-28 Trojans (my camera *loved* them!), the Gippsland Topdressing display (Patchett Ag-Air - very impressive

Top, every airshow’s dream – the ex-John Smith De Havilland Mosquito runs its engines for an audience – appreciative of the Rolls Royce Merlin symphony.



too!), and the Marlborough Helicopters JetRanger II and Squirrel.

Pitts specials were represented by Andy Love’s ex-Pam Colling’s S1 (was great to hear Pam doing the commentary too) and the radial engine Pitts Model 12 in its distinctive and attractive purple and black.

Current military aviation was well represented starting with the RNZAF ‘Black Falcons’ aerobatic team, flying their Beechcraft T-6 Texan II aircraft. This team also flew a formation with Spitfire IX PV270 as part of the RNZAF’s Heritage Flight.



Above, The T-6 Texan IIs of the RNZAF’s Black Falcons display team and the Spitfire IX representing the RNZAF Heritage Flight.

Left - Nine Yak-52s loop in what must be one of the larger civilian loop formations in the world! It is exquisite to see and beautifully executed. The largest loop was performed by 22 Hawker Hunters of the RAF at the 1958 SBAC Farnborough air show. But the Yak drivers are civilians who pay for their own fuel!



The RAAF flew their C-27 Spartan in a very energetic display, seeing this large aircraft turning tight at at low-level was a sight to behold. It's a very attractive aircraft and would be a good fit for the RNZAF once the larger C-130J-30's replace the current C-130H. In years gone by, the very capable Andover performed a similar role. The C-27 was here as part of the RAAF's much appreciated help for the Cyclone Gabrielle response – one of two that pitched in.

On the subject of C-130H's, I was gobsmacked at the performance of the RNZAF's elderly C-130H NZ7004. Given the age of these aircraft and the fact that the first one has already retired, I didn't expect to see the very tight manoeuvres this aircraft performed (**Below**). It also did a touch and go at Omaka (the largest aircraft to use this airfield – maybe?). Definitely a highlight for me!



The C-130 was also the jump ship for the RNZAF's Kiwi Blue Parachute display team who always put on a great show. The low cloud on Friday meant they did a low-level jump, it was cool to get photos as the left the aircraft.

Helicopters were represented by the RNZAF's pretty A109 (which seemed to be ferrying between Woodburne and Omaka) and the lovely RNZN Kaman SH-2G(I) Seasprite.



No review of the show would be complete without mention of the ground theatre, from the Penny farthing bicycle and Vintage car race to the battlefield re-enactments including the tremendously loud artillery fire! Top spot must go to the V-2 explosion (**Above**) for sheer drama.

The Friday evening entertainment and fireworks show is simply the best and is an entire event in its own right.



There's not enough space to do this superb event justice so there will be more coverage in RecWings and possibly some more in the next edition of RecPilot.

Congratulations to the entire CFO team for pulling off a wonderfully enjoyable three day event, safely.

Matamata RAANZ National Fly-in - 1

Vivienne Patterson

My first fly-in was the RAANZ Matamata event. This is my first time flying north of Kaikoura and there is no better way to get the flying bug.

Simon Paterson from Queenstown had a spare seat in the Manapouri Alpi club plane. The low wing aircraft was comfortable, but unfortunately the rudder pedals were out of my reach so I just got to sit back and enjoy the flying.

On 2nd March bright and early we left. The first leg was from Rangiora to Blenheim. The weather was good and the views fantastic – even got to spot some

whales on our way through Kaikoura. Once we arrived in Otago and had a chance to fuel up we made our way up to the Two Brothers then across to Mana Island. Simon dialled up Wellington and we had visual tracking across the strait. I realised how useful this service was as the North Island weather had low cloud and there was some traffic heading our way up the Coast line. The conditions reinforced the importance of communicating your location, altitude and intentions. We navigated around Paraparaumu (which to me seemed extra busy) and headed onwards to Whanganui to refuel. We were hoping to pop into the airport for lunch but soon discovered that if the commercial flights were not scheduled the airport was locked up tight. The person in the tower was helpful and got us access so that we could use the toilet facilities and raid the vending machine. We

also discovered that the training school had sent a group of students out on a cross country – explained the busyness earlier on the Kaipiti Coast.

After a quick check of the weather we were onto Matamata. Although I've lived several years in the North Island, I have never flown from Whanganui to Matamata. Simon had me spotting potential landing locations ... I was working hard – it is rough terrain through there. Once we reached Matamata mid-afternoon the airstrip was unmissable – it is huge compared to Rangiora. We were the second plane in – Scott James just beat us.

Anna Doerr and Rainer Kunnemeyer and other Matamata local club members were onsite and getting organised for the event. Top priority was the organising of hay bales off the second runway. The



Above, some of the attendees gracing the flight-line, fronted by CRAC's new Tecnam ZK-RGE



local contractor got onto it in the evening and had the job completed in the early hours of the morning. The group was like a well-oiled machine – tents were going up and chairs, tables etc. organised for the following day. The team made us feel very welcome with pillows for the beds and transport into town to collect dinner. That afternoon a student arrived for a lesson in the club Tecnam and it all felt very familiar.

The next day people and planes began to arrive from all regions of the county. The 43 planes were parked in identified locations on the airfield and we were reminded by the club organisers that other aviators were also sharing the runway – including a number of gliders that were coming in and out.



The runway was also set up for the bombing and landing competitions for the following day. Once the majority of the set up was complete – several people took the opportunity to do some scenic flights nearby. Some of the reports that day were from those that had witnessed changes in the landscape caused by damage inflicted by cyclone Gabrielle. Although there were no restrictions in flying on the

Coast at that time – there was a general understanding that sightseeing after such recent tragedies was not appropriate.



The day of the competitions arrived. In true Waikato fashion, so did the fog and while we were waiting for it to lift there was an opportunity to hear from the RAANZ President – who welcomed all to the event and acknowledged the work of the hosting club. CAA had some representatives at the event and the Q & A time was very useful. The coffee cart and food trucks were also popular.

The morning events were in two parts – firstly the ‘perfect’ circuit and landing - as well as a bombing run. Instructors were allocated as judges to mark the flying abilities of the contestants. I was offered the opportunity to do some bombing etc but as the plane offered was a tail dragger– the chances were that the instructor going with me would have ended up doing all the flying!

It was really entertaining watching the event. Not only was it interesting watching the bombs flying in all directions (and some were forever lost in the maze





field next door). The landing exercise was equally challenging. Given the variation in the aircraft - to me it seemed that those flying slowly had a considerable advantage.

The afternoon event was the navigation exercise. There were several planes that engaged in this activity and local knowledge would have been an advantage. Although I did not participate in this event – the briefing demonstrated the amount of work that would have gone into setting up this activity – including spreadsheets calculating the speed (and therefore departure order) of the contestants. From the comments over dinner - a good time was had by all those that competed.

Those of us not competing took the opportunity to do some scenic flying of our own. We headed up from Matamata to Pauanui Beach for a cup of tea at a local café. It was amazing to see the houses that



backed onto the airstrip complete with what looked like hangers under the houses.

We then split off as some wanted to head to Thames on the way back to Matamata. Once again, the variance in the weather was interesting – we flew back with low cloud over us but clear skies towards Auckland. It was fascinating to get up in the air see the different towns which from the road always seem to me to be a long way apart but in the sky and they were within easy viewing.

Once back on the ground the drinks were flowing and the conversation along with it. As usual there was politics, the robust conversation on the merits of one aircraft over another and the rekindling of old



friendships. The evening meal was in a local club in Matamata. The food was good hearty fare and there was lots of it. The buses got everyone back safe and sound and the party ended about 10pm.

The next day the weather once again played its part. From now on I became very familiar with lots of people staring up at the sky – and constantly reviewing the meteorology sites on their phones and tablets. Some decided to head south – others west and yet others sat around waiting for clear weather to head North. It was obvious that it was going to take some time for people to be able to head away and once again the Matamata hospitality was extended to us with an amazing lunch provided from the left-overs.

Those of us from the South Island (about 5 planes) congregated in Paraparaumu for the night. More food, drinks and conversation – the saying “if you have time to spare – go by air” made total sense. The next day the window opened and we took off. Back in time for a late lunch for Simon and I before he headed home to Queenstown. If you haven’t been to a RAANZ event yet – I highly recommend it.

All photos credit to
Vivienne Patterson except
the background on page 7
– Simon Paterson

Instructor Refresher – Canterbury – May 13

Roger Ward

RAANZ will be running an Instructor Refresher session, May 13, at the Canterbury Aero Club, Rangiora. Start time 1500.

We will be running a number of these sessions over the rest of 2023, with the next one planned for the Manawatu. We encourage all instructors to attend if at all possible.

If you have not yet completed the Instructional Techniques Course online, we would strongly suggest that you complete that prior to this session. (Instructional Techniques Course)

We will provide some nibbles, but primarily we will be looking at some of the accident and incident data for the last few years. This is a new initiative that we have been working with CAA on over the past few months and provides good insights for us.

The programme will be interactive and will rely on participant involvement, but we anticipate covering:

- Review of Incident / Accident data
- Startle
- Wing drop stall, EFATO
- Briefing, debriefing, feedforward
- Communication
- Weight and Balance
- Older pilots
- Flight Testing / competencies
- Review - Expositon, Part 103, Part 91, Part 12, Part 149
- New Exam System
- General discussion

We look forward to seeing as many of you there as possible. Please email ops@raanz.org.nz

Roger Ward

Operations Manager

Author Profile - Keith Morris



Keith Morris grew up in Wellington looking down over the airport at Rongotai, and this sparked a lifelong passion for aircraft. He attended several AACA fly-ins and became interested in Turbulents, Taylor Monoplanes and Jodels. Beginning in 1973 he built a Jodel D 9 Bebe which turned out to be a 10 year project and the Jodel first flew in 1984 from Foxpine. Keith wasn't able to fly in back then due to family commitments and working overseas, but in 2017, after he retired, he bought his Jodel back again and learned to fly. He now flies "Honey Bebe" out of Kaipara Flats.

The First Microlight in New Zealand – Pete James' powered Easy Riser Keith Morris

I think the first powered microlight aircraft to fly in New Zealand was Pete James' EasyRiser which was powered by a two stroke McCulloch 101 engine out of a go cart. I saw Pete attempting to fly it at Te Kowhai in late 1977 when he started the engine and then ran down the runway and raised his feet before sinking back onto the ground on his knees some distance later. I did not appreciate the historical significance of these hops at the time, and it would be fair to say that I was not that impressed. Many years later I had the opportunity to talk to Pete and he explained to me that these hops were when he was experimenting with making his own propeller, and he eventually was successful and flew quite successfully at Te Kowhai.



resulting in him entering a multiple turn spin. Fortunately he was spinning with a low descent rate like a sycamore seed and he came down near the hangars at Te Kowhai. Onlooker rushed across to help but remarkably Pete extricated himself and walked away!

Pete then rebuilt the Easy Riser, which was not badly damaged, but the same thing happened when he was flying it off the Kaimais and this time the machine was badly damaged and not repaired.

However Pete was not deterred from microlight flying and some years later in the late 1980s he bought a factory built Easy Riser off a Dutch gentleman from Christchurch which



I also remember that day having a great feed of mussels that Max Clear had bought back to Te Kowhai after flying out to the West Coast near Raglan and gathering them from the rocks.

Pete told me that he was originally a hang-gliding enthusiast and he attended a hang gliding contest at Stanmore Park in Australia in 1976 where he saw a factory built Easy Riser flying with an engine and he took photos of it which guided him in his own engine installation. Back in New Zealand he bought a damaged Easy Riser and rebuilt it, and then fitted the engine.

Pete thinks he was the first to fly a powered microlight aircraft in New Zealand and that was in late 1977 although he does know of another guy who was experimenting with powered microlights at Raglan around the same time. Can any reader provide details of who this was?

After successfully flying locally around Te Kowhai Pete flew his powered Easy Riser cross country to Raglan and return in early 1978. But disaster struck on his return to Te Kowhai when he was unsettled by a thermal and his weight shifted backwards

had a 7.5 HP Hirth engine. Remarkably he still has it, now fitted with a tricycle undercarriage, and he is planning to put a more powerful motor in it.

Pete James was a pioneer in the fledgling microlight movement in New Zealand and he now works as the Queenstown Base Chief Engineer for Salus Aviation (who purchased the helicopter division of Airwork). He is an IA and LAME and has worked in the aviation industry for 50 years.

This is Pete James with his second Easy Riser.





Matamata RAANZ National Fly-in - 2

Keith Morris

I flew down to the RAANZ fly-in at Matamata on Friday 3 March. The fly-in hit the jackpot with the weather and this enabled aircraft to come from a long way away, for instance from Manapouri in the South to Whangarei in the North. I also planned to fly down to the fly-in for a bit of RAANZ fellowship and the nice weather enabled me to take the scenic route at low level (usually around 1,000 feet).

Above, out of the hangar at Kaipara Flats in the early morning sun. I took off just after 9 am with the remains of fog in the valleys.

This involved flying down the North Shore Transit Lane and then across to Ponui Island and on down the Western coastline of the Firth of Thames and on to Matamata.



→ Takapuna with the beach on the left and Lake Pupuke on the right

← Flying along the North Shore Transit Lane just South of Long Bay. Nice houses but close to the edge!



→ North Head is just past the end of the transit lane, then we turn to Port and head for Ponui Island.

← Looking across to Auckland City past Devonport with the Harbour Bridge on the right.





← That is Musick Point down there with the memorial to Captain Edward Musick who piloted the first Pan Am clipper to land on the Waitemata in 1942.



→ And this is why we have to stay under 1500 feet – you can just see a heavy jet inbound into Auckland International (just to the left of my fuel gauge)



← The Firth of Thames awaits.



→ I am not sure what this is, some sort of port? - it shows as HMNZS Hinau on Google maps.



← As I got closer to the Thames Valley there was low cloud that I flew under - you can see it looking across the Firth to



→ But I broke through into brighter weather at Tatuani. That is the intersection of SH 27 and SH 26 just over the nose and the Tatuani Dairy Factory on the right.

→ Honey Bebe on the ground at Matamata after a 1 hour 40 minute flight.



RAANZ Inspection Authority Audit

Bill Penman

Colin Alexander

As part of the requirements of CAA and RAANZ education and training needs for members, a program of audits with Inspection authorities and owners' aircraft logbooks was conducted beginning with IAs from the Canterbury region.

Eight IAs were selected to take part along with a selection of aircraft owner's logbooks that they had conducted annual inspections for.

Findings:

- 5 logbooks did not have the current owner's name in the them
- 1 did not have CAA sign off entered when permit issued
- The summary page of the logbooks was mostly not completed
- A new permit was not updated for 18 months after a different propellor was fitted.
- A Jabiru that was imported from the UK was given a permit with the wrong propellor type by CAA. It is assumed as it was a Jabiru it must have had a Jabiru propellor and has since been over looked by all.
- The majority of the logbooks did not have the name of the person carrying out the work etc. This was often just initialled which was unreadable. Occasionally nothing was entered at all especially if the work was carried out by the owner.
- A 1998 aircraft had no test flying program entered and no annuals completed until 3 years later
- A 2010 aircraft had no annuals completed until 2013
- 2 aircraft had missed an annual inspection
- A number of aircraft lacked work sheets for work carried out.
- 2 aircraft had no ADs' entered
- 1 aircraft required the AD's to be updated
- 1 aircraft with an Airmaster propellor was lacking the AD entries
- 1 aircraft's propellor log book had incomplete information and no task sheets for work done.
- A number of annuals completed did not check that the PLB was within expiry date
- 2 aircraft's logbooks were historically deficient in early entries.
- All of the IAs' were concerned about the Owners:
 - lack of knowledge of their responsibilities
 - unaware of how to make correct logbook entries
 - not making logbook entries at all after work
 - making modifications without proper and prior approval
 - carrying out maintenance without appropriate experience and knowledge
 - a "she'll be right" attitude

Positives:

- All the IAs' interviewed that had completed recent audits and were involved with conducting annual inspections for the owners, had vastly improved the logbook entries required from those prior
- The IAs were positive in accepting advice given that can improve logbook keeping
- The IAs were reminded that they are not responsible for the maintenance and up keep of the aircraft. That responsibility is totally the owners unless the owner contracts the IA to do such
- The engine on condition program check list was felt by some as a real positive

Recommendations:

- It was discussed with the IAs that a questionnaire be put to the owners when arranging for an annual to be done. This would ensure that the owner is more aware and now has a responsibility to ensure that

all documentation is up to date and correct prior to the annual being carried out. (This has been completed and is now available on the RAANZ web site)

- Shane Glassey has offered to write a piece on aircraft owner responsibilities and how

to correctly fill in aircraft log books (a simplified version of the CAA Gap Book)

RAANZ will be conducting similar audits throughout other regions of NZ during this year.

Bill Penman

Colin Alexander

RAANZ Audit officer

RAANZ Technical Officer



Preparation for revalidation of an aircraft flight permit.

- These questions reflect some of the answers and considerations required by your Inspection Authority prior to your aircraft and logbooks being presented.
- It is important that these questions are answered accurately and that the information is entered in the logbooks.
- It is very important to submit ALL your worksheets and engine run data together with your other documentation.
- *Failure to follow the guidelines will result in you being disappointed when your aircraft is refused a renewal.*
- Some questions may not be applicable in a few cases.

It must be understood that the responsibility for the airworthiness of an aircraft rests entirely with the owner/operator and not with anyone else.

	Notes/check
When does/did your flight permit expire?	
Is the Flight Permit in the aircraft? (A5 CAA form)?	
Is the information contained on the Flight Permit correct?	
Who carried out the last Flight Permit revalidation check?	
How many hours have been flown since the last inspection?	
Total hours on the airframe?	
Total hours on the engine?	
Total hours on the propeller/rotors?	
Are any components running "On Condition"? (calendar or hours)	
Have there been any repairs, damage or modifications carried out since the last Flight Permit validation?	
Expiry date of the battery of your PLB/ELT?	
Expiry date of your CO Monitor?	
All service records complete.....(worksheets describing maintenance carried out). Log entries reflecting this maintenance inserted into the logbooks.	
Airworthiness Directives and Service Bulletins assessed?	
Avionics checks completed if required? (Every twenty four months. 72 days of maintenance latitude can be applied.)	
Any specific concerns with the aircraft? E.g. it recently requires more left trim or the oil pressure is lower than it used to be.	
Signature/date	

Present this form along with all supporting documents and logbooks.
This information will be of great assistance to your inspector.

Membership Changes

Name	Club	Certificate	Update
Tony Savage	Whangarei Flying Club	Advanced National	Upgrade
Dane Frew	Associate	Novice	Joined
Hamish Hamilton	West Coast Microlight Club	Senior Flight Instructor	Upgrade
Christopher Skippen	Nelson Microlight Club	Advanced National	Appointment
Garry Bluett	Canterbury Recreational Aircraft Club	Advanced National	Upgrade
Todd Pugh	West Coast Microlight Club	Novice	Membership
Makho Moyo	Feilding Flying Club	Advanced National	Membership
Leonard Carney	Feilding Flying Club	Advanced National	Membership
Emma Lockie	Parakai Aviation Club	Advanced Local	Upgrade
Craig Fullerton	Parakai Aviation Club	Advanced Local	Membership
John Lawson	Stratford Sport Fliers Club	Advanced National	Membership
Mason Cooksley	West Coast Microlight Club	Novice	Membership
David Cull	Associate	Flight Instructor	Membership
Wayne Cunningham	Associate	Advanced National	Medical expiry
Lionel Green	Associate	Senior Flight Instructor	Upgrade
Emma Harrison	Associate	Intermediate	Membership
Harry Izard-Price	Associate	Advanced National	Upgrade
Mark Faulks	Associate	Intermediate	Joined
Kevin Perreau	Associate	Advanced National	Upgrade
Daniel Ryalls	Associate	Intermediate	Upgrade
Nigel Towler	Whangarei Flying Club	Flight Instructor	Upgrade
Yanan Wang	Otago Aero Club	Intermediate	Membership
Sean Mickleburgh	Associate	Novice	address/email
Harold Prendergast	Fiordland Aero Club	Advanced Local	Upgrade
Bruce Larkin	Bay of Islands Aero Club	Advanced National	Upgrade
Mark Muller	Kaitaia Aero Club	Flight Instructor	address/email
Dhaval Gehlot	Hawkes Bay and East Coast Aero Club	Flight Instructor	Upgrade
Callum Jones	Associate	Novice	Exam



Name	Club	Certificate	Update
Cameron Jujnovich	Associate	Novice	Joined
Yifei Tang	Associate	Novice	Joined
Timothy Hood	Whangarei Flying Club	Novice	Exam
Luca Savage	Feilding Flying Club	Novice	Exam
Bony Cyriac	Associate	Novice	Joined
Clyde Soares	Associate	Novice	Exam
Michael Baird	Fiordland Aero Club	Advanced Local	Membership
James Evans	Associate	Novice	Exam
Kaleb Woodcock	Associate	Flight Instructor	Joined
Peter McCrostie	Canterbury Recreational Aircraft Club	Novice	Joined
Latham Jones	Associate	Advanced National	Joined
Warren Matthews	Associate	Novice	Joined
Jeremy O'Hanlon	Associate	Novice	Joined

Below, *Almost* completely random aeroplane photograph #1 – Gert van Kruiningen's Bleriot IX replica, now syndicate owned in Omaka, cruises past the media stand at Yealands Classic Fighters Omaka 2019. It was a real thrill to see this aircraft performing so well at this year's air show. Curiously this photo got into an exhibit on radial engines at the Smithsonian Institute in Washington DC!



Microlight Incident and Defect Reports

Microlight type/model	Aeroprakt A32
Place of Incident	Kai Iwi Lakes
Other Aircraft involved	None
Describe the Incident	<p>Heavy Landing Incident</p> <p>Kai Iwi Airfield is a private airfield 15 miles North West of Dargaville, just to the north of the Kai Iwi lakes on the coast. It is approx. 500m long sloping up to the North East from 300ft altitude to 400ft with an average slope of 4% but some parts steeper. The airstrip had been mowed for hay several weeks previously and there was an unmown section, directly across the strip, where a fence had been positioned at the time of mowing, approx 1/3 way up the strip</p> <p>Visibility on the day of the incident was excellent and there was a very light sea breeze, resulting in a tail wind of approx. 5 kts.</p> <p>I approached the airstrip setup for a short field landing, full flaps, 40 knots (Vso 27 Kts)</p> <p>When I felt I was about touchdown I pulled the power right back</p> <p>The aircraft sank rapidly resulting in a heavy landing.</p> <p>The roll out was normal other than some extra input required to get directional control</p> <p>The damage was not obvious until several days later when the aircraft was in the hangar and asymmetry was apparent</p>
Describe the affect on safety	A heavier landing could have resulted in the collapse of the gear and loss of directional control
Remedial Action taken	<p>The landing gear was replaced</p> <p>No other damage was sustained</p>
Corrective or preventative action recommendations	<p>I believe that both pulling the power right off and at the wrong time was the prime factor causing the incident</p> <p>The unmown grass strip was a distraction and possibly distorted the perspective.</p> <p>Inexperience of landing on a sloping strip was a factor</p>

Microlight type/model	Tecnam P92 Echo
Total time in Serviced (Hours)	700
Defect area	Fuel return hose joiner located in port wing root
Describe the defect	Strong fuel smell in cabin during flight followed by fuel trickling down inside of port window
Describe the affect on airworthiness	Possible fuel fumes effect on cabin occupants and high fire risk
Remedial Action taken	<p>Found fuel leak to be coming from return fuel hose joiner downstream joint in the port wing root. The joiner was held in place by the ends of the fuel return hoses.</p> <p>New fuel hose joiner fitted and made more secure from movement. Then pressure tested OK</p>

Administrator Notes

Stuart Parker

- The **membership invoices** that were emailed out this month (15 April) had incorrect physical addresses (the old programmers 1-off error). The target names and email addresses are correct, so if you received an invoice it was indeed intended for you despite the dodgy physical address.
- We are in the process of implementing **POLI payment option** into our accounting system, so in future payment options will cover most methods- DC via your bank, DC via POLI, CC via Paypal, CC/DC/Apple pay/Google pay via Stripe.
- I am still seeing CMV (flight test) and FPV (Annual Inspection) forms coming in with **no hours recorded**. This suggests that the candidate has not prepared and submitted logbooks to the Instructor or IA. Not legal, not professional, not acceptable. **Instructors and IAs**- if someone turns up with no logbooks, educate/assist/require them to get the documentation sorted before signing off. In future any forms submitted without recorded hours will not be processed, and so not legit.
- Also a reminder to Instructors and IAs about pilots fronting up from **out of area**. They may be perfectly legit, they may also be instructor/IA hunting to find a soft target to sign them off. Before you do so, find out from their local/usual Instructor/IA what the back story is. If all good- go ahead; If not- Yeah, nah. From our Exposition-

1.8 Out of area certificate issue and renewal

- Club members, whenever possible, should use the services of their local instructors for issues, renewals and upgrades.
- If a pilot chooses to go outside the local area instructors, for whatever reasons, the correct procedure is for the outside area instructor to talk with the local area instructor(s) to ascertain any reason for not proceeding with the applicant pilot's flight test.
- If the view from the local instructor(s) is that the candidate should not hold that rating/renewal then the flight test must not proceed.
- The applicant pilot may appeal this judgment to a review with the Operations Officer and RAANZ CEO.

*Below, *Almost* completely random aeroplane photograph #2 – The Chariots of Fire Fighter Collection's Spitfire XIV at Classic Fighters Omasa 2023. The gentleman on the bike was part of the pyro crew I believe, obviously peddling like the clappers to get ahead of the Spitfire.*

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