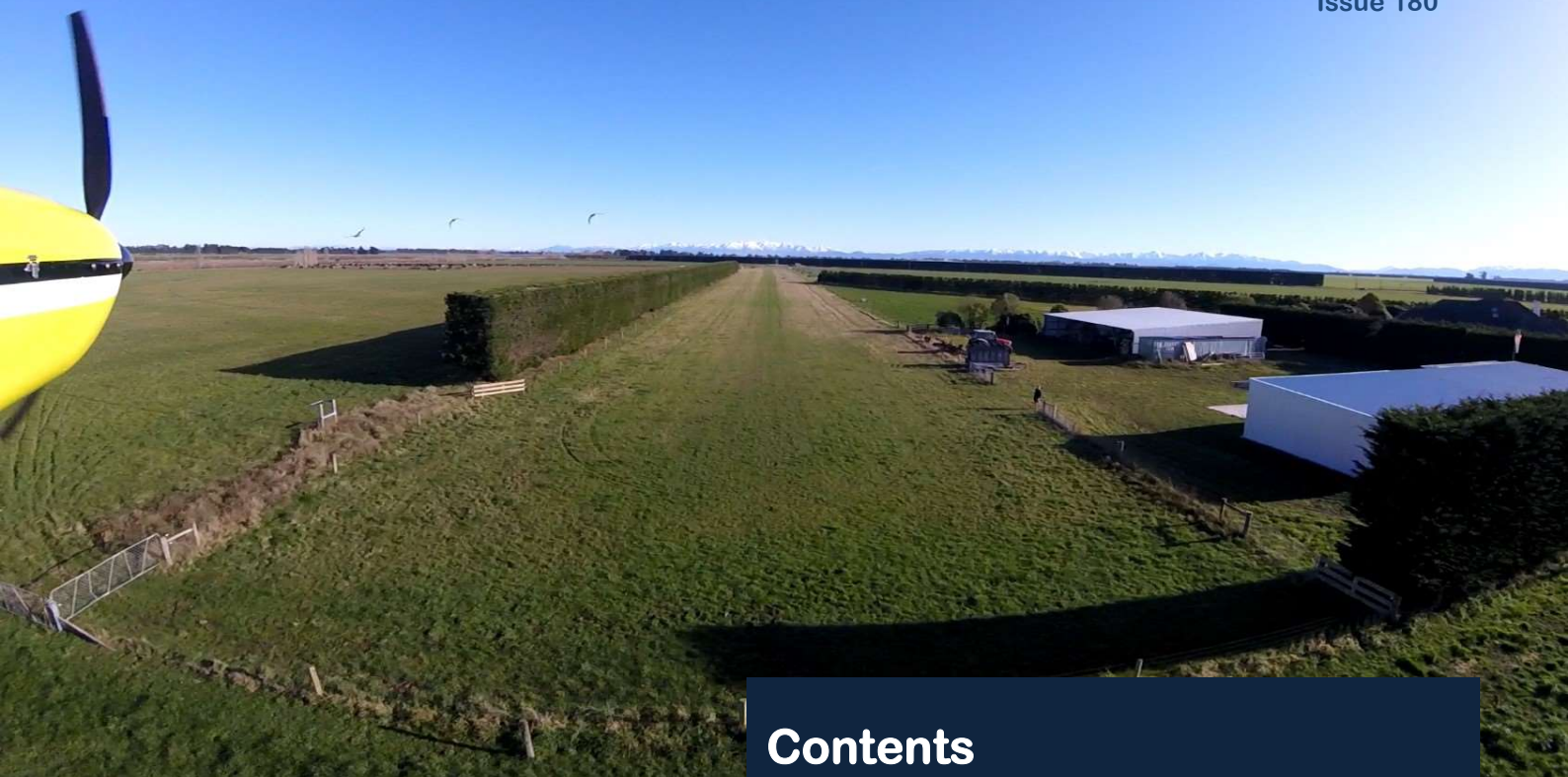


June-July 2023

RAANZ RECPILOT



- Air Traffic Control 101
- Aircraft Modification Process
- Murchison Fly-in
- Microlight History
- 2024 RAANZ Fly-in



We need you!

Welcome to the 180th edition of RecPilot, and my third edition. I have a huge respect for Stuart Parker and predecessors for the other 177!

So far, we've been blessed with some awesome content, and I'm very proud of this edition – but we're keen for your contributions. It's always good to see what's happening around the country, both at an individual and at a club level.

Even if it's been published in your club newsletter/magazine, it's good – plus any upcoming events that you would like to advertise nationally.

Brian Greenwood
Editor

Cover – Home of the lesser-spotted Air Traffic Controller, the Control Tower has become the symbol of airports everywhere. This is the Christchurch tower in 2017, with an interesting cloud formation at dusk
© 2023 Brian Greenwood

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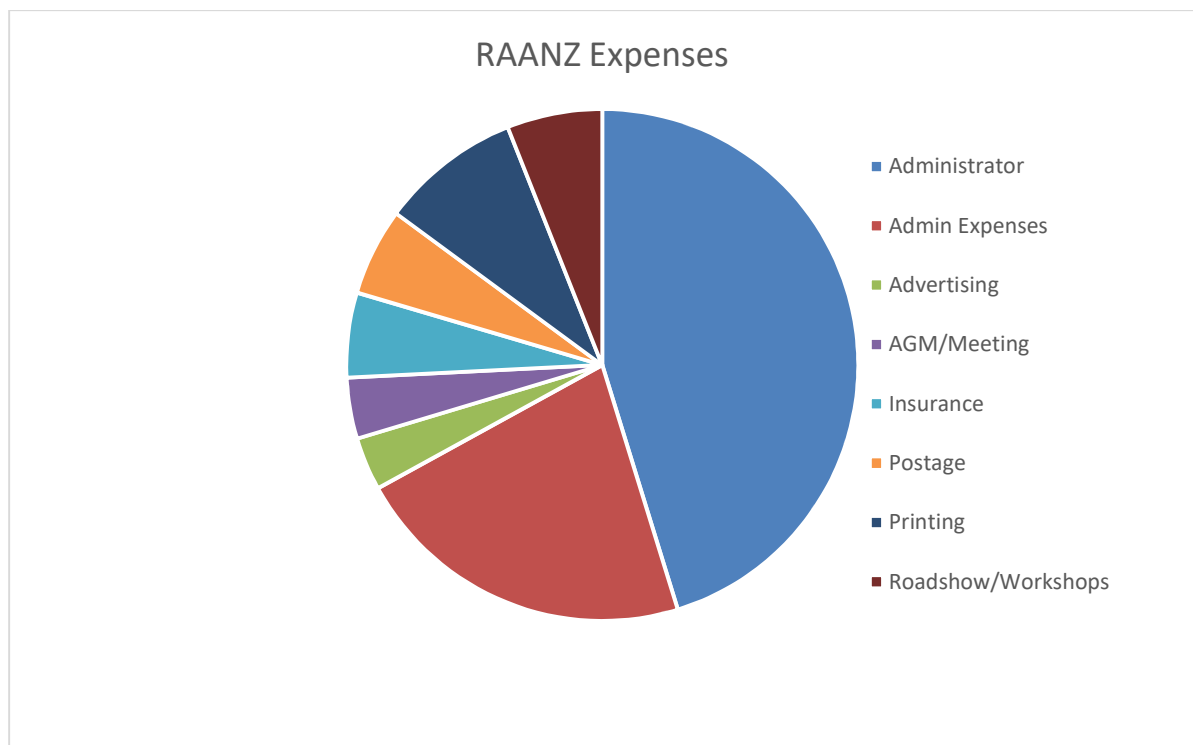
Notes from the CEO

Scott James

Thank you to everyone who responded to our recent survey. With well over 600 responses, I am very pleased that we have a good overview of the view of RAANZ.

The comments are always helpful, and there are a couple of comments that came up more than once, that I would like to respond to.

- ***We should push for a rule changes (for various things).*** As many of you will be aware, there is a new CAA Act which will become effective in April 2025. Any rules changes in the immediate future will be on existing rules that will need to be changed to ensure compliance with the new Act. It is understood by both RAANZ and CAA, that Part 103 was written in a time when the world of Microlights was very different to today. Where a rule is causing concern, or no longer makes sense, we will apply for an exemption (e.g., the engine on-condition exemption). Unfortunately, any changes to the rule are some time away.
- ***Where do annual fees go?*** A great question, and while we address this in detail at our AGM's, it is worth noting here some of the things that RAANZ spends money on.



Administrator - this is for all of the time spent by our administrator on issuing certificates, processing your BFR documents and Aircraft Annuals, liaising with CAA and many other jobs required to keep RAANZ running.

Admin Expenses – this includes fees to CAA, and costs associated with meeting with CAA. There are also costs with maintaining our Web servers, etc.



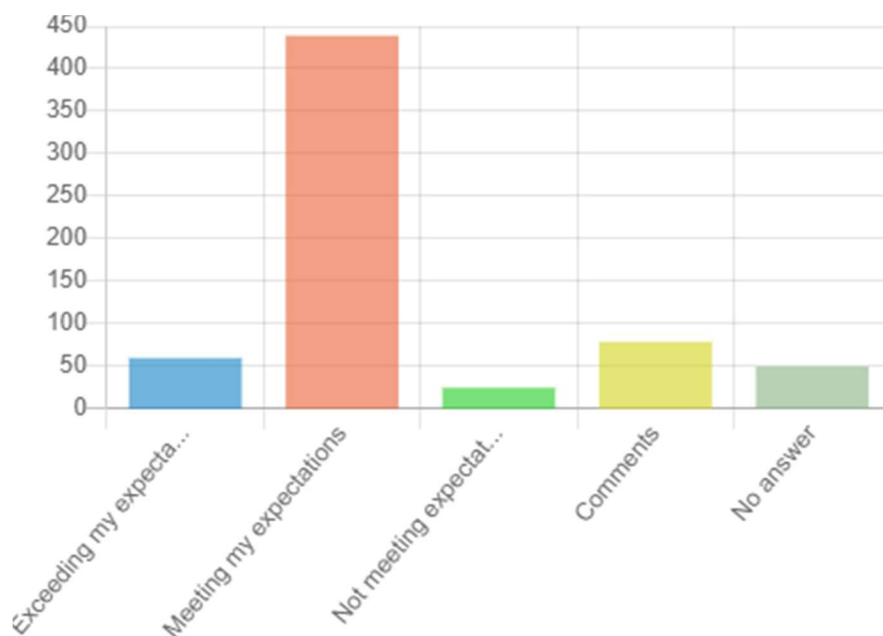
It is likely that the annual fee will have to increase this year (inflation etc.). We are doing a lot more work on ensuring compliance with our exposition, as well as running Instructor seminars etc. We are also more engaged with CAA with regular meetings. This is proving very useful but does come with a cost of time and travel for our Exec and other members.

- **Have a RAANZ Facebook page.** *I picked this comment because it's easy to answer!* We have a RAANZ Facebook page and have had for some time. It could do with more content, but we post any events, links to the newsletters, and occasionally other information.

I was very happy with the results which indicate that the large majority are happy with RAANZ and the work that is being done. There are some areas that we need to improve on (we are currently working on updating both the online training and exam systems and refreshing the web site). It is important to remember that that executive and officers are essentially volunteers.

It was a little disappointing to see a very low positive response to wanting to participate on the Executive. It is critical for an organisation like RAANZ to have new people and new ideas coming into the team. As we start to think about our AGM in November, consider whether you can help us improve RAANZ.

Are you happy with the performance of RAANZ?



If you are one of the green responses above, I am happy to talk with you about your concerns. I have read all the comments in this category. I agree with some, some are based on incorrect info, and some I didn't quite understand 😊 You can call me on 021 525 561, or email me at ceo@raanz.org.nz

Regards,
Scott James, CEO

ATC 101

Dave Mainwaring

How do I get that CVFR clearance?

So..... a RAANZ guy rings me and asks if I can write a simple guide to Air Traffic Control for VFR pilots. There are quite a few very clever retired controllers flying microlights and other aircraft for pleasure and I suspect they could do it better than I can. But they wanted someone who was still in the game to do it. Fair enough.....

This ATC 101 idea has been traversed a bit. So I thought I might approach it from a slightly different perspective. What goes through the mind of an air traffic controller when you ask for a VFR clearance across the country at 9000ft? How do you optimise your chances of getting what you are after? Are there types of behaviour by some VFR pilots which affect the reputation of the group, causing controllers to be less enthusiastic about allowing them into their airspace? Some of what is below will seem to be teaching Grandma to suck eggs – yet these things continue to happen.

My personal niche in the ATC machine is as a radar controller on Wellington Approach. So I've talked to quite a few VFRs, over quite a few years. These comments relate mainly to radar operations but are generally applicable to Tower operations too. The following are my views and do not necessarily reflect the view of any ATS provider near you. Neither are they necessarily the views of RAANZ!

General stuff.

Remember, IFR traffic is the ATC priority, so if the controller is busy the answer will likely be “no” to a request for Controlled VFR. Hard to get around that particular circumstance.

Some radar controllers develop an adverse mindset about VFRs because of..... bad experiences. Don't be a pilot who causes..... bad experiences! Air Traffic

Controllers are humans and respond to – human factors. <https://www.aviation.govt.nz/safety/human-factors/>

The good news is, if your first calls are brief, professional and contain what the controller needs – your chances improve right there. And most pilots do that. The majority of radar controlled airspace is Class C airspace where everything is separated from everything. While in controlled airspace maintain your cleared track and level assiduously. Pay attention to every call - both to be ready for a call from ATC for you, and to build your mental picture of what is going on around you.

Radio Stuff.

Is your radio/headset clear and strong both receiving and transmitting? If it isn't, don't bother calling control except in an emergency – there is little a controller despises more than a substandard radio.

A wise instructor once said “*you can be the best pilot but if your radio work is rubbish you won't get what you need from ATC*”. Be brief (callsign, type, position, altitude, request). Sound as if your game is in one sock – if the controller senses you could cause them a problem down the track, chances of getting what you want are.....low. Controllers have a sixth sense about these things and you don't want to raise those hairs on the back of their neck. Human factors.

Once you have established comms, had your radar identity confirmed and have read back your clearance you won't need to say much unless you have an additional request. Or the controller asks you something or needs to alter your clearance. The controller is continuously monitoring you thus knows



your position and level – don't reiterate your position/level in each radio exchange.

And (*this one is a beauty*), once you are in receipt of a CVFR clearance **stay on the ATC frequency!** You would be amazed how many VFR pilots think they can call ATC for a clearance and then change to a private chat frequency. You might also imagine the mayhem they cause drifting through an ATC sector(s) incommunicado.

If you don't need CVFR you can always ask for a radar service below controlled airspace if needed – for instance crossing the Cook Strait. What is effectively a period of radar monitoring for extra safety is seldom declined unless the controller is very busy.

Lastly if there is an element of an ATC clearance you cannot comply with, say so early and clearly. Just a simple “XYZ *unable to track.....due to.....*.” Even the grumpiest controller is going to appreciate this more than drama later!

Weather.

What is the weather like in the sector you are asking to transit?

The controller's knowledge of their sector weather will factor into their decision to accept your VFR flight or not. But you should think about it too. Are you going to get yourself stuck above cloud? In this age of GPS navigation some VFR pilots seem to think they are bulletproof and routinely fly over 8/8 cloud. What is questionable airpersonship in uncontrolled

airspace can become pretty dire in controlled airspace because you will not be able to comply with ATC instructions if the controller needs you to descend or alter track.

Inability to descend or maintain your cleared track due to being stuck above or blocked by cloud may ruin the controllers day, and yours. It happens often enough to make many controllers think twice before accepting the next VFR request. Make sure any cloud below you is broken enough to allow descent and request that descent early. Especially if the only available CVFR clearance isn't where you had planned to go.

Transponders.

You'll need an ADSB (*Automatic Dependent Surveillance – Broadcast*) transponder to get into controlled airspace these days. ADSB is a boon to controllers, and to pilots. ADSB automatically puts your callsign on the ATC radar datablock. Even before you call, the controllers may have checked your aircraft type (or SAR plan as below) and assessed whether you can be accepted CVFR.

Even if you never use controlled airspace, if you are flying with an old Mode C transponder or no transponder at all – my view is that you have interesting priorities or you don't understand enough about what they can do - for you and everyone flying around you. A subsidised ADSB transponder is an effective safety and operational aid. Partnered with an ADSB receiver/display they can cut radio chatter and assist mutual traffic awareness. They are far more effective than old transponders at enabling you to be tracked down quickly the day you disappear.



ADSB coverage around NZ is phenomenal – far better than standard radar was.

Do you use SAR Plans?

If your trip is long enough and altitude high enough to merit a CVFR request maybe you should have some form of flight following for safety. Sure there are several ways of doing that - but we are talking about ways to facilitate a VFR clearance. One of the methods of flight following is an Airways SAR Plan. The reason I mention the Airways option is that the SAR plan is accessible to controllers via the ATC computer system. A controller *may* have time to look at your SAR plan if they see you approaching their sector at a level at which you may request a clearance. The SAR Plan has lots of information useful to a controller if you make a request of them so potentially it's a time saver and makes everything easier.

Just a small thing – but again human factors matter.

Airspace boundaries.

And now a pet gripe of mine. The advent of the chart-plotting GPS has given rise to a subset of VFR pilots who think it's cool to fly along an airspace boundary with one wingtip dragging along the line on the map which delineates controlled airspace. Well, at the higher end of the risk spectrum – one moments inattention and you violate controlled airspace. At the other end - you distract and annoy the controller for that airspace who has to deal with the practical aspects of you being there, or you may be a TCAS distraction to IFR traffic operating *inside* controlled airspace. Why a pilot would deliberately flirt with an airspace boundary is beyond me. Human factors. Unless you need be up against an airspace boundary, stay a couple of miles clear.

Now all I have to do is remember to do all that in my own flying! A work in progress!

Seriously, the things I have covered are some of the reasons controllers may not accept VFR traffic. With better behaviour, maybe we could improve our success rate.

If anyone wants to discuss any of these issues further or I haven't explained them adequately, I'm sure RANZ takes letters to the editor!

Fly safe out there.

Cheers

Dave Mainwaring.

Editor: Yes, we take letters to the Editor!
editor@raanz.co.nz

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The advertisement includes a QR code and a collage of images at the bottom showing various historical vehicles and scenes.

Process for Application for a Modification to a Pt103 Aircraft

Colin Alexander

Your aircraft must comply to CAR 103.207 in order to remain legal to operate.

Should you wish to modify your aircraft in any way that could affect the airworthiness, you are required to apply for a modification approval. (CAR 103.209).

Steps To Be Followed

Decide on how you wish to modify your aircraft and carry out your due diligence to evaluate the scope of work.

1. Collect all your reference data.
2. Complete the “Modification Approval Form” on the RAANZ website. Make sure your writing is legible and that all information is complete including answers to the questions.
3. If your mod is going to require flight testing, ensure that you include your intended flight test program as well.
4. Include as much information as possible to enable the Modification Officer the opportunity to evaluate your process.
5. Present your application to your local Inspection Authority. Explain exactly what your



intentions are.

6. Ask the Inspection Authority to sign off your mod application form.
7. Forward the completed form together with ALL SUPPORTING DOCUMENTATION to the modification officer. (Include photos if necessary.)
8. The modification officer will reply to you with all the requirements necessary which may include an “Application for A temporary Flight Permit” or/and documentation to amend your flight permit. This may include the establishment of new log books etc.
9. Permission will be granted for any test flying to take place as well as the restrictions on the test flight. Or, the mod might just require a sign off.
10. Before any flight is undertaken, the mod must be inspected by the appointed Inspection Authority who is delegated by the modification officer.
11. Upon completion, the results must be forwarded to the modification officer for final assessment and sign off.
12. The “Modification Form” must be attached in the aircraft logbook and refer to the work pack if required. The test flight results must also be recorded.



Murray Hagen's Early Microlight Experiences

Keith Morris

*Above, Don Payne descends into NZRT in his Pterodactyl Ascender ZK-EZC, 19/3/23
Photo: Brian Greenwood*

Murray Hagen from Te Anau is another pilot who has been involved with microlights from the very early days, and he is still flying them out of Te Anau. I spoke to Murray recently and he is a mine of information about the early microlighting days with lots of interesting stories. Like most of the original microlight flyers Murray came from a hang gliding background and he told me he started hang gliding in 1972. He visited America in 1978 looking at ultralight aircraft over there and got enthused.

Following Pete James' pioneering Easy Riser flights at Te Kowhai in 1977 there was quite a bit of microlight activity around New Zealand. A couple of Americans, Marty Waller and Tommy Namais arrived in the country with agencies for a lot of the early microlights types – the Mirage, Quicksilver and Pterodactyl. They sold the demonstrator Pterodactyl to a guy in Wellington but Murray didn't think it flew until quite a bit later. However this sale upset the American designer and manufacturer of Pterodactyls Jack McCornack and Murray ended up with the New Zealand agency for Pterodactyl microlights.

The Pterodactyl Ascender was developed from the original Manta Fledge hang glider which in turn was developed into the Fledgling by Jack McCornack using the Fledge wing mated to a tubular structure with a reclining weight shift seat, a tricycle undercarriage and a 16 HP Xenoah engine driving a pusher propeller, and two of them were flown to Oshkosh in 1979 from California. Later they were sponsored to fly on to the East Coast and the coast to coast flight bought a lot of publicity to the "fledgling" company!



Murray Hagen with his Pterodactyl Fledgling 1979



Murray imported his first Pterodactyl Fledgling kit in 1979 and it arrived fitted with a 38 HP Cuyuna engine and with a how to fly handbook! This was when the microlight flying scene was completely unregulated with no licensing and no aircraft registration! When he first tried to fly his Fledgling he struggled with the yaw and roll which were poor, and the aircraft was tail heavy with the heavier engine and he ended up bending several axles.



Murray Hagen flying his Pterodactyl Fledgling

Later he added a factory canard which turned the aircraft into an Ascender model which only needed a small amount of weight shift as the canard controlled the pitch.

Eventually he found that if he put his feet down he could fly it reasonably confidently but he still had a problem with the carburettor. This was solved by a mechanic in Invercargill and he gradually built up experience.

Soon after this, in January 1980, the organiser of an airshow to be held at Te Anau saw Murray flying his Pterodactyl and convinced him to fly in the airshow.

To publicise the event Murray flew his aircraft down the main street of Te Anau on the Friday at a few hundred feet, waving to the crowds that came out to watch and causing a traffic jam. Then disaster! The engine stopped! Murray had to make a very quick decision and he stall turned to the left where there was a small park which he managed to dead-stick into. Before the crowds arrived he hid in some bushes! Later he emerged and found that in his enthusiastic waving he had knocked the master switch off! So with the engine going again he took off from the park, only

just making it over some tall trees, and took part in the airshow the next day.

Later Ken Lloyd from TVNZ in Dunedin filmed Murray doing some flying and this was broadcast on TV which resulted in a lot of great publicity. Eventually Murray sold around 38 Pterodactyl kits of various models over the years and they played their part in the growing microlight movement of New Zealand.

Murray told me that he has lots of other stories but these are just some from the very early days before any regulation came along from on high. No doubt we will share some more of them later. Thanks for your pioneering work, Murray.



Murray Hagen with his original Pterodactyl Ascender – the Fledgling fitted with a canard



Another view of Murray Hagen in his original Pterodactyl Ascender

Could any early microlight flyers who have stories and photos from the early days please contact Keith Morris on keith.morrisKMM@gmail.com so that the stories can be re-told in future issues of the RAANZ Newsletter and be kept as a record of the history of microlighting in New Zealand.

Membership Changes

Name	Club	Certificate	Upgrade
Aidan Green	Stratford Sport Fliers Club	Novice	Joined
Alexander Frederick Batley	Whangarei Flying Club	Adv. National	Exam
Andrew Vialoux	Associate	Snr. Flight Instructor	Upgrade
Anthony Knowles	Canterbury Recreational Aircraft Club	Intermediate	Upgrade
Ashley Turner	Associate	Novice	Joined
Caitlin Boddy	West Coast Microlight Club	Novice	Joined
Charles Robin Wooldridge	Whangarei Flying Club	Intermediate	Membership
Christopher Nielsen	Nelson Microlight Club	Novice	Joined
Clinton Gardiner	Whangarei Flying Club	Novice	Joined
Cody Molloy	Fiordland Aero Club	Novice	Joined
Craig Peter Gurr	Associate	Novice	Joined
Daniel Collings	Associate	Novice	Exam
Daniel Ryalls	Associate	Adv. Local	---
Danielle Kayley Lowe	Associate	Novice	Exam
David Ames	SAC client	Adv. National	Upgrade
David Lee Bryant	Waimate Aero Club	Novice	Exam
David Paterson	Associate	Snr. Flight Instructor	Upgrade
Deborah Hill	Whangarei Flying Club	Novice	Exam
Douglas Heaton	Canterbury Recreational Aircraft Club	Adv. National	Upgrade
Dylan Carberry	Stratford Sport Fliers Club	Novice	Joined
Edward Spry	Associate	not issued	Exam
Edwin Dowden	Gore Aero Club	Novice	Exam
Elton Haakma	Gyrat Flying Club	Snr. Flight Instructor	Upgrade
Francis John Wood	Associate	Novice	Joined
Gregory Francis Allen	Whangarei Flying Club	Adv. Local	Upgrade
Guy David Ross	Wairarapa Aero Club	Novice	Joined
Ilona Hamer	Hawkes Bay and East Coast Aero Club	Adv. National	Joined
Isaac Joel Foster	Associate	Novice	Exam
Jesse Jack Mead	Whangarei Flying Club	Novice	Joined
John Carrington Ahearn	Associate	Novice	Joined
John Hood	Geraldine Flying Group	Adv. National	Joined
Joren Vermeulen	Associate	Snr. Flight Instructor	Joined
Joseph Calder	Otago Aero Club	Snr. Flight Instructor	Joined
Lucas John Colman	Associate	Novice	Joined
Luke Morgan	Whangarei Flying Club	Novice	Exam



Name	Club	Certificate	Upgrade
Manminder Kaur	Associate	Novice	Joined
Mark Forder	Associate	Adv. National	Joined
Mark Johnston	Associate	not issued	Exam
Mark Walter Robert Peacock	Associate	Novice	Exam
Maximin Indrajith Perera	Matamata Aero Club	Novice	Joined
Michael Godfrey	Canterbury Recreational Aircraft Club	Adv. Local	Upgrade
Michael McMillan	West Coast Microlight Club	Novice	Exam
Nathan Campbell	Associate	Novice	Joined
Nicholas Beets	Whangarei Flying Club	Adv. Local	Upgrade
Paul Hyde-Smith	Canterbury Recreational Aircraft Club	Adv. Local	---
Peter Kempthorne	Southern Recreational Aircraft Club	Snr. Flight Instructor	Joined
Peter McCrostie	Canterbury Recreational Aircraft Club	Adv. National	---
Peter Wayne Ryalls	Waimate Aero Club	Adv. National	Joined
Sam Chapman Davison	Associate	Flight Instructor	Upgrade
Sean Mickleburgh	Associate	Adv. Local	Upgrade
Shawn James Burt	Associate	Novice	Joined
Stefan Francis Sumicz Clark	Otago Aero Club	Snr. Flight Instructor	Upgrade
Stephen James Lyttle	Geraldine Flying Group	Adv. National	Joined
Stephen Morgan	Canterbury Recreational Aircraft Club	Adv. National	Upgrade
Steven Taylor	Whangarei Flying Club	Novice	Joined
Tang Chi Yu	Associate	Novice	Joined
Timothy Hood	Whangarei Flying Club	Adv. National	---
Wessel Joseph Hanekom	Whangarei Flying Club	Novice	Joined
Xavier Christiaan Videler	Associate	Novice	Joined
Zane Fremaux	Manawatu Aviation Club	Novice	Exam

Notes from the Administrator

Stuart Parker

I have received 2 membership payments which I can't match with anyone in our database.

If one of them is yours, please let me know (admin@raanz.org.nz).

15 May \$80 Luca Ruzzon

25 May \$80 Air Micro Ltd



Murchison Fly-in 2023

Words: Jan and Lloyd Heslop Photos: Leon Fenemor Contributor: Lindsay Fenwick

As the time for our annual fly-in came nearer, we were excited to hear of a contingent coming down from the North Island to enjoy some true South Island mountain flying. A week or two away the long-range forecast didn't look great but was looking like Saturday and Sunday would be okay for some excursions.

The weather forecast was for high cloud and a fine weekend so we were elated to believe we may have great flying ahead. At this stage, it was the beginning of the ferries disruptions and the North team determined that due to the unreliability of the ferries, they would not be over. We were very disappointed but as it turned out, it was an understandable decision under the circumstances. The trailer was loaded Thursday night with the usual necessities of marquee, BBQ, braziers and firewood along with baking galore! Jan towed all the supplies

down on Friday afternoon as I prepared to fly. High cloud was predicted so all was looking okay.

A week ago, I had ADSB installed into RAE and had carried out the necessary test flying to confirm the tower could see us. Awesome, Big Brother is with us and would be great if an emergency should occur.

At 3pm I phoned Murchison where Graeme Clarke and our flying community were gathering. The weather was high cloud about 4,000 ft, light breeze. Yes, it's a go! I lifted off Nelson on 02 turning south tracking for Wakefield in controlled airspace. Conditions were calm with 30 km visibility and a high cloud ceiling. With a little ridge running I cleared the Mount Hope ridge at 3,500 ft with a descending track for Murchison. Next, I experienced some turbulence, not major but I reduced altitude towards the Owen River turning the corner around Mt Murchison to see showers towards my destination.



Jan in the meantime, had arrived at Murchison to be greeted by the usual crowd, Liz & Bruce Naish, Lockie (Peter Locke), Wendy & Gary Whiting, Mark Humbke and Graeme Clarke. As she got out of the car, a random drop of rain fell. It had been clear but just coming into Murchison she saw threatening clouds gathering south of the airfield and galloping towards us. Within two minutes, the drops had turned to heavy rain with thunder and lightning following. Oh dear, Lloyd, we hope you can see this coming and can beat it back to Nelson or to shelter somewhere.

Not liking the look of the weather, I decided to circle around the farms south of Owen River looking for a paddock or lane way to land and wait out the shower. After four circuits, the rain had arrived and I

returned to Murchison where the weather had improved and blue sky was visible. Time to put the marquee up.

We adjourned to the Hampden Hotel for a meal and refreshments. Saturday dawned a cracker day. Graeme Clarke was keen to fly down to the Owen River and fly back with me, so with breakfast complete, preflight and paddock briefing, we set off.

On arrival the gyro was still nestled in the corner of the hay paddock, however, on inspection, we found the blades and propellor had some damage to the surface from rain. Jan had some tape in the car so we improvised blade tape and flew to Murchison. The tape had held up well and performance was still acceptable.



wasn't happy with any of the landing spots so returned 10 minutes north to Owen River and found a large hay paddock that looked good, circled, and landed. At this time, I had missed calls from Jan so rang her to let her know I was safely on ground, much to their relief. Jan, Lockie and Bruce Naish arrived as a thunderstorm raged with lightning crackling away. We covered the machine and

During the morning we had visits from fixed wing microlight craft from Nelson and Takaka with cups of tea, cake, biscuits being happily devoured along with the usual yarning.

Only two gyros attended this year and after lunch Graeme, myself and Bruce Naish set off on a flight to Byron Kelly's strip in the upper Mariri Valley where we caught up with Byron and enjoyed tea and cakes



returning via the Maruia Gorge and Dough Boy creek to Murchison.

The weather Gods had blessed us with awesome conditions allowing the brazier to be fired up on our return keeping us warm whilst discussing the weekend's events. Curiosity was around the ADSB where Jan was looking for RAE on her phone to no avail. We have found that once in the mountains, low level flying prohibits seeing a signal. So Big Brother is limited in some parts of the South Island especially at low level. Once heading home at altitude, flight tracking is seen.

Sunday dawned fine with some low cloud which cleared by mid-morning, typical weather for this time of year. Graeme and I set off on a flight up the Matakita River around Mt Thompson over the Tutaki Saddle and return to Murchison around a one-hour adventure. While we were off flying, Jan popped in to see Eileen Bradley. Eileen and Graham own the

farm with the airstrip that we have used for the past 15 years and is extremely supportive of us. She lost her husband to cancer around 10 years ago and has recently had a scare with cancer herself but is in remission and is her usual indomitable self. We ask all people who attend our weekend for a donation (if they can) for the weekend for landing fees and hand these to Eileen who in turn, donates them to the Cancer Society. Thank you to everyone who contributed.

On return, we had lunch with everyone helping in the packing up the marquee, reloading the trailer and departing with fond farewells to see each other again until next year.



Microlight Incident and Defect Reports

Microlight Type/Model	Tecnam P92 Echo Super (LS)
Place of incident	Feilding
Other Aircraft Involved	N/A
Describe the incident	Engine lost power and ran very roughly immediately after take off. A forced landing back onto the airfield was successfully carried out. Found the cause of the problem to be the Starboard carburettor Throttle Return Spring lower end had cut through the Cable Support bracket that secured it thus preventing the throttle from opening more than about 50% and causing the engine to run out of balance. (airframe/Engine had run for 737 hours from new).
Describe the affect on safety	Could have resulted in a forced landing with possible injury to occupants if occurring in an area of rough terrain.
Remedial action taken	Temporary repair was carried out using a replacement Throttle Return Spring with the lower end lockwired in place to allow aircraft to be flown back to its base. Cable Support brackets and Throttle Return Springs on both carburettors were replaced with new parts.
Corrective or preventative action recommendations	Bing Carburettors fitted to Rotax 912 engines need to be checked for any sign of wear where the Throttle Return Springs lower ends are attached during preflight checks.

Microlight Type/Model	Tecnam P2008
Total Time in Service	556.9 Hours
Defect area	Aileron cable
Describe the defect	Broken cable strands. Left aileron direct cable
Describe the affect on airworthiness	Aileron control
Remedial action taken	Replacement cable fitted. Low TTSN on cable. Aircraft is hangared.

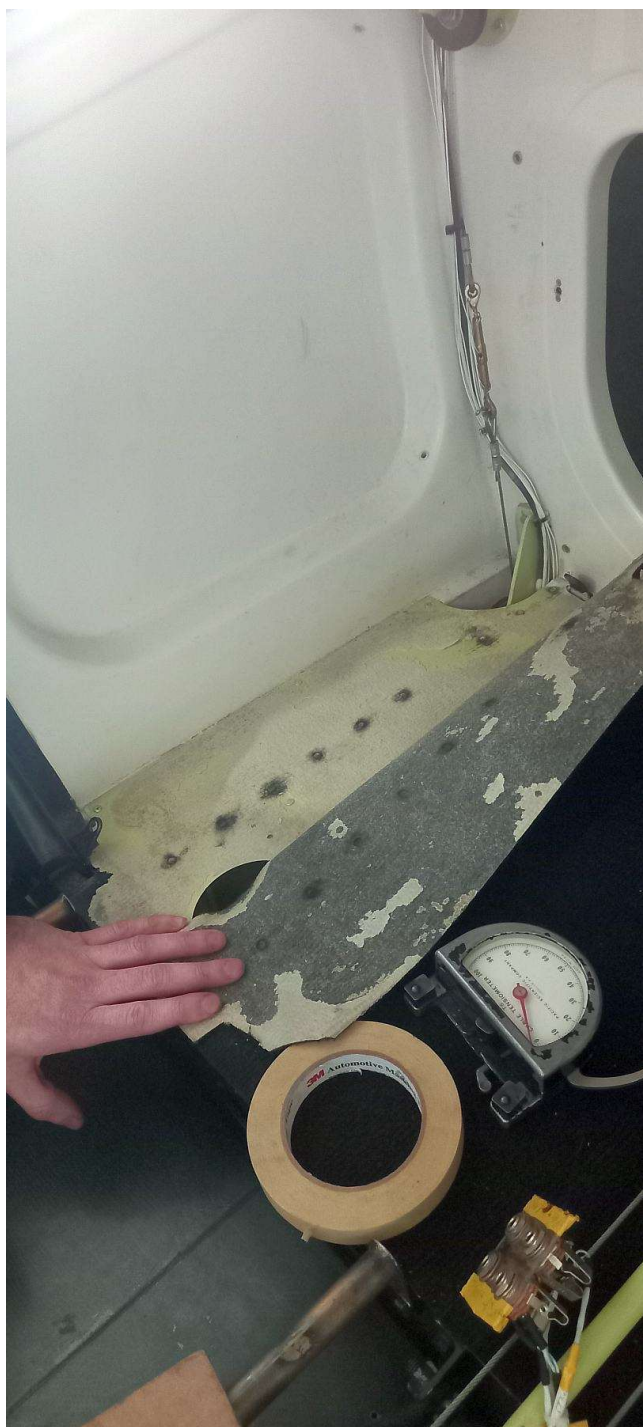


TAIL DRAGGER TRAINING

contact:
Terry 0220399691
Scott 021525561
Mike 0274362602



Microlight Type/Model	Tecnam P2008
Total Time in Service	556.9
Defect area	Cargo Floor Fuselage
Describe the defect	Lots of loose rivets under carpet that is glued in place. See photos below
Describe the affect on airworthiness	Fuselage flex and main landing gear support
Remedial action taken	Rivets replaced. This is the second P2006 that we have found loose rivets in the same area.





Vale Graeme Main

Some of you may be aware that one of the stalwarts of the Canterbury Recreational Aircraft Club, Graeme Main, passed away on June 15th.

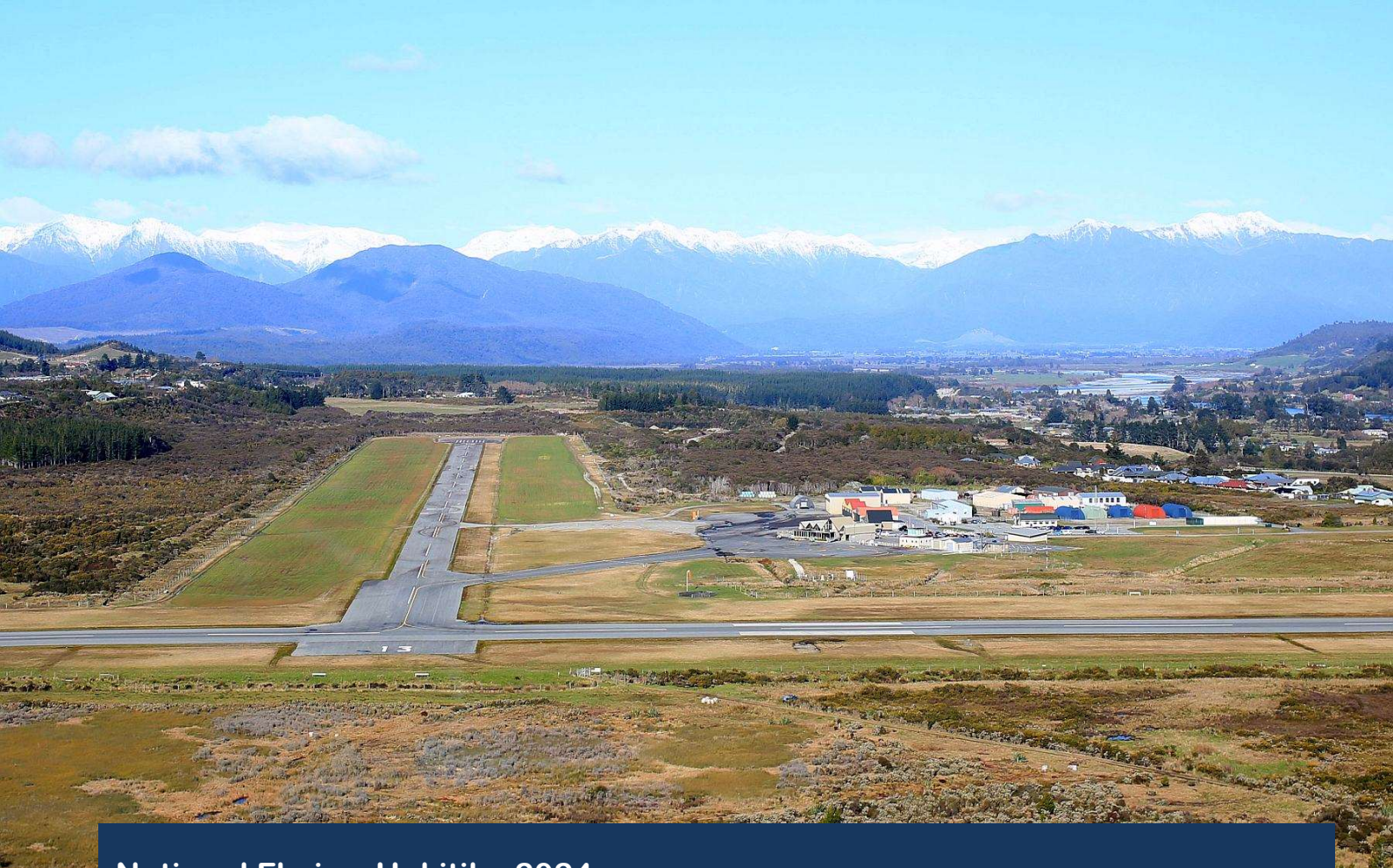
Graeme had been ill for some time, but still showed at the club with his infectious enthusiasm and encouragement ("it's a beautiful day, go flying!") until recently. Only a few weekends ago he was leading a slide show of microlight history. His support of CRAC's Savannah project was one of the key driving factors.

Graeme was also well-known and respected in the wider aviation community, having been associated with RAANZ since the mid 80's, I believe.

RAANZ would like to express our deepest sympathies to his wife, Val, his family, and his many friends.

Blue Skies, Graeme





National Fly-in – Hokitika 2024

Early notice – 2024 RAANZ Annual Fly-in

Hokitika Airport, February 03-06, 2024

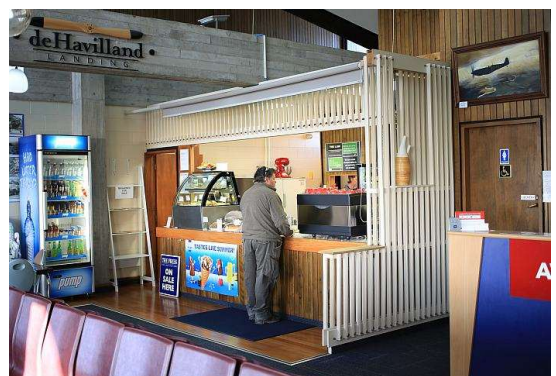
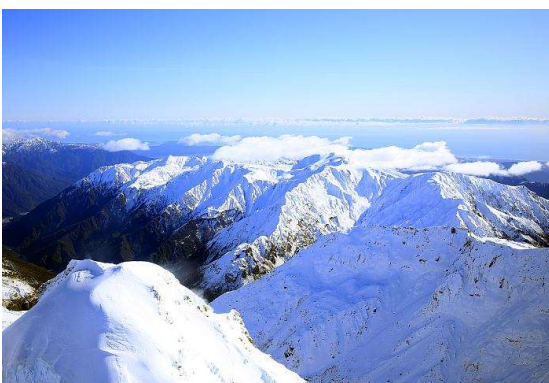
Local advice suggests accommodation will be at a premium so early bookings are advised. We suggest visitors do this through the Hokitika iSite:

<https://hokitikainfo.co.nz>

At this point we anticipate some camping sites will be allowed airside.

More information as plans firm up.

Scott James
RAANZ CEO and VP



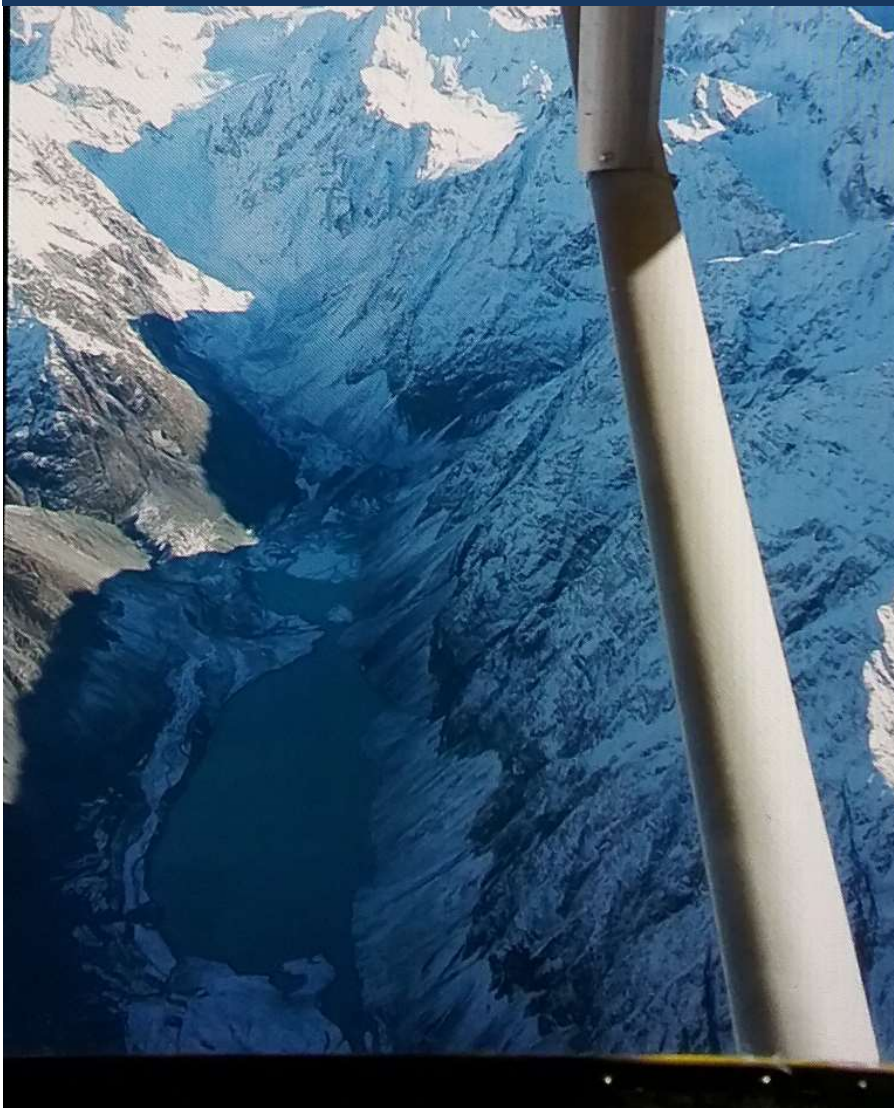


Above, Photo taken at 2000 feet on a flight the club MTO Sport Auto gyro RDM flying from Dargaville to Whangarei, with the Tangihua Mountains in foreground and East coast in the distance

Simon Walbran

Dargaville Aeroclub

Random Aircraft Photos



Left, A good reason to fly, even in a Savannah it's only 45 mins from NZFF

Lyell glacier at the head of the Rakaia looking South-West.

Alastair Millar Canterbury