Recreational Pilot e-zine

Issue 108
July 2016

June President's Piece

Roger Ward/RAANZ President

Sorry I have been a little quiet lately- can't blame the winter because it hasn't really started yet.

Many of the local aviators have certainly been enjoying the generally very pleasant Autumn. Whatsapp has been very busy with a myriad of neat aviation happenings.

I am pleased to announce that the Canterbury Recreational Aircraft Club have applied for and been given the task of hosting next year's National Fly-in. The plan is to have a repeat of this year's lovely Autumnal weather and have the gathering around the end of April 2017 based at Rangiora. Exact dates to be confirmed very soon. Another water crossing for our Northern members but I am wisely informed engines do not know they are over water.

One of our oldest clubs is no more. The Manawatu Microlight Club has combined with the local Aero Club to become the Manawatu Aviation Club. A neat move- pooling resources, retaining access to basic microlighting and giving members a true recreational aviation experience. I spent my early microlighting years at Feilding and am honoured to be associated with the new club.
As part of my job I have recently spent some time at our Training Centre in Christchurch teaching some newer Air Traffic Controllers the basics of using our Radar displays to control Air Traffic. One of the concepts we have employed is "Use techniques that you **Know** will work" rather than techniques " that you **Think** might work".

This concept is used widely in aviation and other safety related industries. Whether it be basic hands on skills, decision making or an engineering task, do stuff you **know** works. We do not need people walking out of wreckage or talking to St Peter saying " I **thought** it would work". If you're not sure how something does work please put your hand up and seek advice. There are no dumb questions!

Enjoy the smoother winter air but be aware of the associated threats.
Regards, Rodger

Some changes to exams

The **gyro exam question pool** has been expanded (thanks Colin!). Instead of the fixed 20 questions they will now be a random draw of 20 from the larger pool. The pool questions will be made available on the website for study. The questions are based on the ***Gyrocopter Pilot's Handbook*** by Phil Harwood from the UK. We recommend it as a useful reference document for gyro pilot training. Copies can be ordered from the gyrobooks.com website.

We have updated the webpage delivering **printed exam papers** to Instructors. The format has changed slightly- closer to that of the online exam papers. Instructors- if you have any issues with the new printed exam system please let us know.

Incident report: Aircraft slewed off runway

BAY OF ISLANDS AERO CLUB

Accident Report.

Registration:	ZK-NOL	Nature of Flight: Club Fly-in
Aircraft Model:	Tecnam P96G	Pilot Licence: RAANZ 3184
Date & Time:	01 May 16 @ 1000 NZST	Pilot age: 74
Location:	Private strip @ MATA	Flying hours: 200
POB:	2	Flying hours on type: 170
Injuries (Fatal):	nil	Last 90 days: 5
Injuries (serious):	nil	Taic Ref:
Injuries (minor):	nil	Publishing Ref:
Damage:	Substantial.	

SYNOPSIS. Four aircraft flown by Members of the Bay of Islands Aero Club attended a "Fly-in" to a private strip at Mata, 5.5 nm south of Whangarei, sponsored by the Northern Microlight Club. The weather was overcast (1800ft) with good visibility. A light easterly breeze was blowing down the grass strip with a very slight (1-2 kts) crosswind. The approach of NOL was observed by the club CFI who considered it to be good in terms of speed, altitude and position and the touchdown was observed to be normal but the nose wheel was lowered very quickly causing juddering. After landing, the aircraft veered to port. The pilot attempted to correct the swing to port using full right rudder without effect. The port wing struck a fence post causing the aircraft to swing anticlockwise into the fence with the propellor contacting the fence wire, breaking the propellor and wrapping the wire around the hub. The engine stopped abruptly. The cowling was also damaged.

The pilot of 200 hours had participated in other fly-ins to more difficult fields without incident and is at a loss to understand the cause if the accident.

Factors which may have had influence include:

1. Landing slightly off-centre with the port wheel in the slightly longer grass thus increasing drag to port..
2. The lateral aspects of the strip had a slight slope which could have accentuated the swing.
3. The boundary fence was only 10 -12 metres from the strip
4. The Tecnam Golf has a system which, if the throttle friction is not firm enough, spring-loads the throttle to "full on". A sudden burst of power would accentuate the swing to port. Taking the hand off the throttle in order to apply the brake, could have resulted in such a burst of power. Other pilots have reported that the throttle friction was increasingly difficult to manage. The pilot and passenger were both unaware of any increase in power (which would have been very brief), although the passenger, the club's maintenance officer, was sure the engine was not idling at the time of contacting the fence.
5. As this was the pilot's first time into the Mata field, he relied on the NMC briefing which discussed power lines and pylons but the only description of the strip was its length. No mention was made of the width, sloping surface or the proximity of fences.

CONCLUSION.

Engineering inspection of the aircraft found no fault with the brakes or nose wheel.

Although no final cause has been determined, it is probable that the drift to port got out of hand for this low-time pilot who was unable to prevent impact with the fence. Contributing causes: narrow runway, sloping sides, slightly longer grass off the runway and the proximity of a fence.

RECOMMENDATIONS

1. The pilot should undergo evaluation with an instructor to ensure his landing technique is sound under varying conditions.
2. That the throttle mechanism on be examined to determine if the default position of the throttle on Rotax engines to "full power", is safe.
3. That organisers of "fly-ins" should provide more detailed information about the strips, preferably with aerial photos, to familiarise less experienced pilots with the field prior to arrival.

Contributor's note:

Although no single cause was found for the accident, there were several possible factors involved. The investigation considered that the organisers of fly-ins could help first time pilots by providing more information about the landing strip. Warnings about power lines and pylons were adequate but apart from the strip length no information about width, sloping sides, length of grass off the strip, and proximity of fences was provided, all of which may have had some impact on the accident. **We offer this suggestion, not as a criticism, but as way to improve safety at club fly-ins.**

SAANZ Winter Technical courses

SAANZ has confirmed the dates for their Winter Technical Courses for 2016. They are offering two Microlight Maintenance Essentials courses at the South Island venues listed below over the first two weekends in July. In addition two evening seminars will be held on the Wednesday and Thursday evenings between the two Maintenance Courses.

The courses and seminars are open to SAANZ members and non-members alike and are designed for owners of Microlight aircraft who have not built their own aircraft or who don't have other aviation industry experience to provide them with the knowledge of safe aircraft maintenance practices.

See the attached a PDF flyer which contains further details about the courses including prices. Those interested in attending the courses or seminars should email the SAANZ Administrator (admin@saa.org.nz) with their expression of interest and/or registration details.

The courses and seminars on offer are as follows:

Microlight Maintenance Essentials Sat 2nd – Sun 3rd July 2016, Gore Aero Club, Gore

Microlight Maintenance Essentials Sat 9th – Sun 10th July 2016, Canterbury Recreational Aircraft Club, Rangiora.

Recreational Aircraft Maintenance: Upping The Game" Wed 6th July 2016, Southern Lakes Learn To Fly, Wanaka Airfield

Recreational Aircraft Maintenance: Upping The Game" Thu 7th July 2016, Rangitata Island Airfield, South Canterbury

SPORT AIRCRAFT ASSOCIATION NZ Inc.

www.saa.org.nz

Winter Technical Courses: "Southern Skills 2016"

SAANZ is pleased to announce the following training courses. We extend a warm invitation to anyone interested in the subjects – you do not have to be a SAANZ member to attend.

This year we hit the road for a series of courses in various venues in the South Island. We want to make contact with as many recreational aviators as possible, so we are going into the heartland!

Registration is essential for the weekend courses; please see below for the contact details.

Microlight Maintenance Essentials

July 2nd – 3rd, Gore Aero Club, Gore
July 9th -10th Canterbury Recreational Aircraft Club, Rangiora

Two Courses covering the South Island!

Owners of microlight aircraft are entitled to carry out ongoing maintenance on their own aircraft. This course aims to empower owners who have not built their aircraft or had other aviation industry experience with the knowledge of safe aircraft practice. The aviation industry has some odd quirks which are known to catch out even those with an experienced mechanical background. We will look at technical best practice, the legislative environment, recording maintenance and legal responsibilities. As with all SAA courses, we keep the tone informal and practical, with lots of hands – on interaction and practical examples.

Cost $130.00 (SAA Members $110.00)

Courses start 9am Saturday and finish early – Mid afternoon Sunday. Bring writing materials. Tea and coffee facilities on site, Lunches can be purchased on the day.

Prior registration is essential – places may be limited.

Two Evening Seminars:

Recreational Aircraft Maintenance: "Upping the Game"

Wednesday July 6th, Southern Lakes Learn to Fly, Wanaka Airfield
Thursday July 7th, Rangitata Island Airfield, South Canterbury
7.30pm, Cost: Gold coin

There are 3 different regimes that recreational aircraft may be maintained under – each has varying requirements an obligations. As an aircraft owner, are you aware of your responsibilities? These seminars are intended as discussion starters to look at the whole practice of maintaining a recreational aircraft. With appropriate knowledge, you can save money, increase the value of your aircraft and most importantly, improve safety. These seminars consist of a short presentation with plenty of time for discussion afterwards (Registration for evening seminars is not essential, but indication of numbers is appreciated)

For more info and to register: e-mail admin@saa.org.nz or phone 027 291 0525

027 291 0525
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(phone before faxing)

National Administrator
Gavin Magill
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Joining the Circuit at unattended airfields

Grant Coldicott/Geraldine Flying Group

Whenever a pilot plans a flight they must be clear of the legal requirements of that flight and the specific rules that apply to them along the way. If they plan on joining any aerodrome traffic circuit, there is also a large amount of information they must be aware of and adhere to.

Volume ii of the New Zealand Aeronautical Information Publication [NP] provides up-to-date VFR information pertaining to all licensed Aerodromes in New Zealand. There is a huge amount of data included on each plate and pilots must be totally familiar with that information, including any special procedures and requirements of the field they intend to visit.

NOTAMs are issued for procedures that temporarily depart from the published airfield information and should be checked, prior to take-off, as well. At Timaru there is a note on the aerodrome chart that alerts pilots to the fact that microlights may operate In a 500' AGL circuit.

A recent issue relating to the long standing local operating procedure of joining from the non-traffc side. across the middle of the field, then mid-downwind at 500', has been ruled by Carlton Campbell of CAA, as having no legal standing. It's a method of joining the circuit that locals have used for nearly thirty years in consultation with other airfield users and without traffic conflict, but is not Provided for In the NZAIP.

It originally came about due to the increasing numbers of these new flying machines called 'Microlights' and their need to operate within gliding distance of the runway, when in the circuit. Joining across the middle of the active runway. when coming from the non-traffic side was also seen as safer as it kept the maximum separation from aircraft taking off and had no possibility of placing the joining aircraft in the lake-off path of one on the ground, as joining crosswind may.

Section AD 2.1 of the NZAIP details the only two options for joining a circuit at an unattended aerodrome.

> 2.1.1 “... may join the circuit via a standard overhead circuit joining procedure..”
> or “...or direct..." and
> 2.1.115 "... when making a straight in approach, or joining crosswind, downwind or base leg, the aircraft is sequenced without causing conflict ...”

Please refer to the relevant section of the AIP attached below this article.

Effectively, at Timaru, those choosing to join the 500’ AGL circuit may only do so via direct entry to one of the four circuit lags, not overhead. During the email and face-to-face discussions around this issue, it was also reinforced by Carlton that non-standard turns in the circuit (hat is turns made other than in the direction of the circuit, within the two nautical mile radius of the field that defines the circuit) are also prohibited. You will see 2.1.1 [cl] below, as well.

Many of us will have called a ‘non-standard’ tum once airborne, for reasons of convenience, weather or traffic but our recent discussions with CAA are a timely reminder that this is not a permitted action.

Sticking to the published procedures is about predictability; **aircraft should be in predictable places in the circuit to enhance traffic awareness when pilots are busy and under pressure, especially for those who are inexperienced, unfamiliar, or not current.**

If a pilot's decision to vacate or join the circuit in such a way causes any element of conflict with other traffic, it will be a difficult position to defend.

Think about your local aerodrome and the way pilots use the airspace. if there is someone who is operating outside the standard. published operating procedures, have a yarn to them and see if they are aware of it. Discuss the implications of their actions on other airspace users. The locals may understand local rules but a visiting pilot may he confused.

There is a CAA form for filing a specific incident report and there will be situations where this is the correct response to issues of irresponsible behaviour or deliberate ignorance of the law and decisions that cause serious traffic conflict situations, but for minor issues, I would prefer to see them resolved at the user group meeting or on the field rather than as a formal prosecution by CAA.

Make sure you are fully conversant with the legal requirements of your flight- ask for a briefing from an instructor if you are in doubt. Check and understand the relevant documents and maps and remember that airmanship and a good lookout are the basis of a successful flight.

AD 1.5 AERODROME OPERATIONS

1 INTRODUCTION

1.1 General

1.1.1 This section details procedures for operations on and in the vicinity of aerodromes.

1.1.2 The layout of the circuit is depicted in Figure AD 1.5-1A.

1.1.3 The tracks to be flown when joining are depicted in Figures AD 1.5-1B and AD 1.5-1C.

1.1.4 Both the traffic and non-traffic sides should be identified to avoid descending into aircraft already in the circuit.

Figure AD 1.5-1A
Aerodrome Traffic Circuit

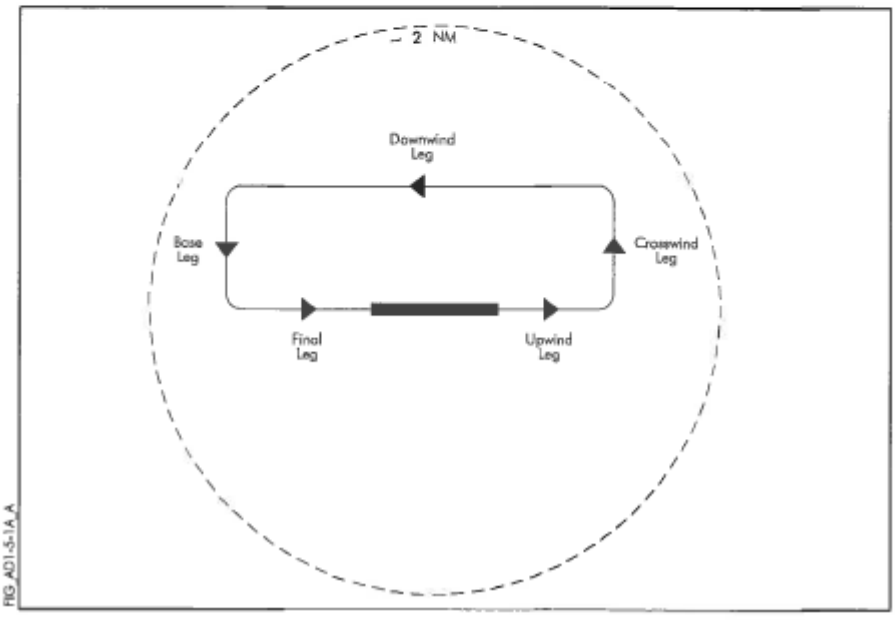


Figure AD 1.5-1B
Direct-joining the Circuit

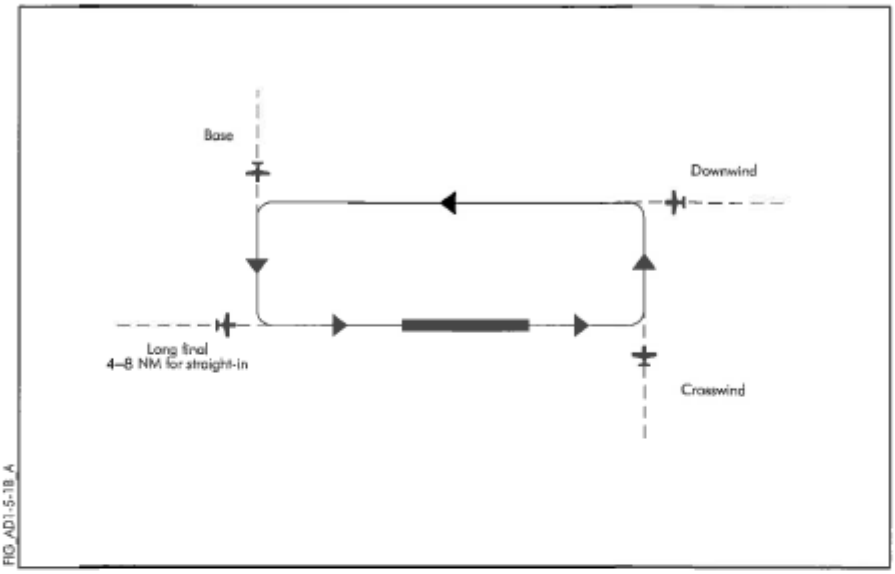
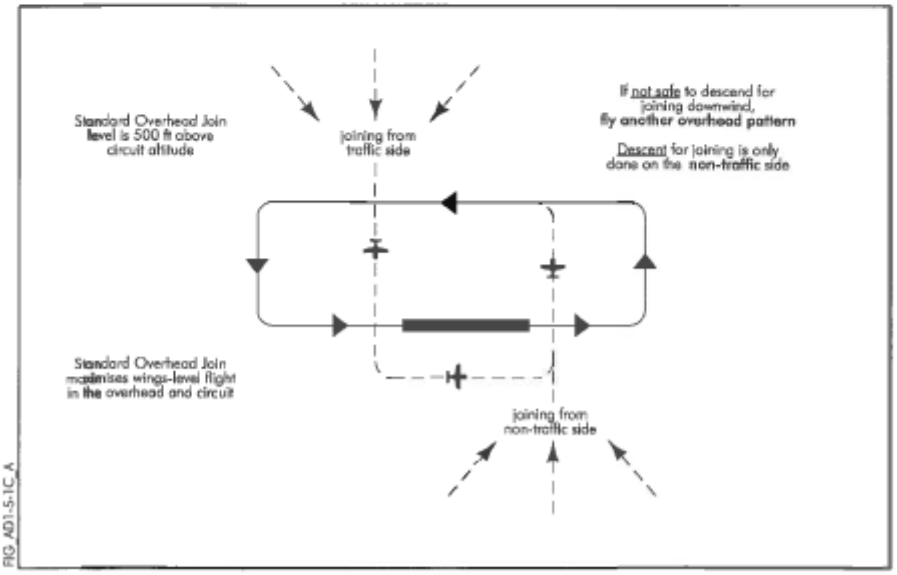


Figure AD 1.5-1C
Standard Overhead Join



2 CIRCUIT JOINING PROCEDURES

2.1 Joining Procedures

2.1.1 The pilot of an aircraft intending to land at an unattended aerodrome, or one where aerodrome flight information service is being provided, may join the circuit via a standard overhead circuit joining procedure as outlined in Figure AD 1.5-1C, or direct into downwind, base leg, or long final as outlined in Figure AD 1.5-1B provided that:

(a) joining intentions are advised to aerodrome traffic or AFIS if the aircraft is RTF equipped; and

(b) the runway-in-use and aerodrome traffic are properly ascertained (be aware that some aerodromes have alternate circuit patterns for approved aviation activity); and

(c) when making a straight-in approach, or joining crosswind, downwind or base leg, the aircraft is sequenced without causing conflict in such a way as to give priority to aircraft already established in the circuit or established in the standard overhead circuit joining pattern; and

(d) when entering or flying within the circuit, all turns are made in the direction appropriate to the runway-in-use.

3 RUNWAY SELECTION

3.1 General

3.1.1 Where aerodrome control service is being provided, the designated runway is that best favouring the wind direction and the take-off length requirements of the majority of the traffic. Pilots of all RTF equipped aircraft are informed of the runway-in-use by the ATS unit.

3.1.2 AFIS provides information enabling the pilot to select the most suitable runway for use. The term "preferred runway" is used to indicate the most suitable runway for use at a particular time, taking into account wind and other relevant factors such as the traffic pattern and the runway used by other aircraft, with the intention of establishing and maintaining an orderly flow of aerodrome traffic.

3.1.3 At unattended aerodromes pilots are to conform with or avoid the aerodrome traffic circuit formed by other aircraft.

Airspace reviews

Civil Aviation Authority of New Zealand

This is a notification that the following information has been added to the CAA web site, www.caa.govt.nz:

Airspace Review - Initial consultation - submissions close 05 Sep 2016:
2017 East Coast Airspace Review - Gisborne and Hawke's Bay
2017 Taranaki Airspace Review
2017 West Coast Airspace Review - South Island

> *If this is your patch, worth reviewing the proposals and making submissions. Protect your patch- Class G except (and only) where CTA necessary; CFZs covering logical areas with easily identified boundaries; specific frequencies for busy airfields; KISS.*

Bettsometers

We now have stock of Bettsometer fabric testers.

These are frequently specified by trike manufacturers for testing of sailcloth fabric and stitching as part of their published maintenance schedule. The test is non-destructive unless the fabric or stitching is below spec and therefore should be failed.

The testers are available from RAANZ at cost for **$120**. We suggest that clubs/IAs/trikers get together to fund the purchase of a tester to ensure their aircraft are tested to manufacturer's specifications as required by the CAA rules.

We expect to have the Quicksilver/Maule style fabric testers available soon.

Membership changes

Stewart Bufton	Canterbury Recreational Aircraft Club	Senior Flight Instructor	Upgrade
Andrew McCracken	Wairarapa Ruahine Aero Club	Advanced National	Upgrade
Basil Buwalda	Canterbury Recreational Aircraft Club	Flight Instructor	Upgrade
Geoffrey Lloyd	Wairarapa Ruahine Aero Club	Advanced Local	Upgrade
Brian Greenwood	Canterbury Recreational Aircraft Club	Advanced Local	Upgrade
Robin Willcox	Stratford Sport Fliers Club	Advanced National	Upgrade
Noel Smith	Gyrate Flying Club	Intermediate	Upgrade
Lewis Huia	Fiordland Aero Club	Novice	Joined
Philip Seale	Canterbury Recreational Aircraft Club	Advanced National	Upgrade
Scott James	Canterbury Recreational Aircraft Club	Flight Instructor	Upgrade
Dale Hokin	Feilding Flying Club	Novice	Joined
Harvey Falloon	Wanganui Aero club	Novice	Joined
Hamish Pulley	Canterbury Recreational Aircraft Club	Novice	Joined
Aleksandra Karch	Bay of Islands Aero Club	Novice	Joined
Darrell Travis	Canterbury Recreational Aircraft Club	Novice	Joined
Tascha Lawry	Canterbury Recreational Aircraft Club	Novice	Joined
Lindsay Mitchell	Wairarapa Ruahine Aero Club	Novice	Joined
Petr Polak	Parakai Aviation Club	Advanced Local	Joined
Garth McVicar	Gyrate Flying Club	Novice	Joined
Ion van Vuuren	Canterbury Recreational Aircraft Club	Novice	Joined
James Hart	Geraldine Flying Group	Novice	Joined
Eli Palmer	Geraldine Flying Group	Novice	Joined
Todd Pugh	West Coast Microlight Club	Novice	Joined
David Kemp	Matamata Aero Club	Novice	Joined
Patrick Rotsaert	Associate- no club affiliation	Advanced National	Joined
Jason Poynter	West Coast Microlight Club	Novice	Joined
Donald Weaver	Canterbury Recreational Aircraft Club	Novice	Joined
Bernard Lewis	Parakai Aviation Club	Novice	Joined
David Hayes	Wairarapa Ruahine Aero Club	Novice	Joined
Warren Greville	Gyrate Flying Club	Novice	Joined
Thomas Singleton	Manawatu Distrcits Aero Club	Advanced National	Joined
Stefan Kriegelstein	Canterbury Recreational Aircraft Club	Novice	Joined

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