



RAANZ 2017 National Fly-in

Advance notice- put it in your 2017 diary.

Canterbury Recreational Aircraft Club

Rangiora Airfield

Mar 31- April 2 2017

Mercury Bay Aero Club Fly-In

Mercury Bay Aero Club Fly-In

February 11, 2017

starting at 10 a.m.

**WALLY ANDERSON, FOUNDER OF SYNERGY AIR, OREGON, USA, ON HAND TO TALK ABOUT
BUILDING YOUR OWN VANS RV AND ENJOY FLYING IT FOR YEARS**

Wally believes that most people can realise the dream of building and flying their own Vans RV aircraft. Wally will talk about tricks and tips that can save both time and money and make the job turn out really well, particularly when working with fibreglass which can intimidate most people. He will also share information about great tools that are available and demonstrate how to use them and how connecting to a support group can be very helpful.

The Aero Club Cafe will be open for food and refreshments

Please get in touch with me or the organiser, Jim Evans on jevans@ihug.co.nz if you have any questions.

New Year

Pauanui Fly-in

Saturday 7 January 2017

Arrival anytime in the morning. Tea, Coffee, Coromandel flying and relaxing all day based at the ocean end of the runway (White Marquee) with beach access. Drive or fly.

Make it a Coromandel day!

Lunch served *at the Ocean end of the runway* from 12.30

Serious food with ham off the bone, real beef sausages, chicken plus the Apple Crumble or Plumbs with the brandy, cloves and cinnamon all with whipped cream tea or coffee.
Koha only \$15

Half price landing fees only \$5 for Saturday!

Contact for further information: Trevor 029 847 8478 or
trevor@allseasonsair.co.nz



RAANZ Inc
 Freepost 102829
 PO Box 15016, Hamilton 3243
 office@raanz.org.nz
 07 825 2800



Microlight Incident Report

IRP No: 1481849750

Name: [REDACTED] Phone: [REDACTED] email: [REDACTED]

The information above will NOT be published. It will only be used by RAANZ if we are not clear about anything in the report. Please provide as much information as possible- photos, diagrams, etc

Check this box if you agree to the information below being published

Incident Details

Microlight type/model: Tecnam Bravo

Place of incident: Feilding Airfield

Other aircraft involved: No

Describe the incident

Tecnam Bravo on landing was in a nose high and left wing down attitude. This allowed the underside of the elevator to come in contact with the runway damaging the outer edge of the elevator skin.

Describe the affect on safety

No safety issues, the pilot reported hearing the scraping noise on landing.

Remedial action taken

Elevator (left side) completely removed. All fixing bolts examined for deformation, all OK but replaced as matter of course. Torque tube and fixings to aircraft all examined, checked for straight etc. Elevator torque tube fitting area all OK. repaired damaged skin. Duplicate inspection carried out then re assembled.

Corrective or preventive action recommendations

Club CFI is working with the pilot in this area to ensure there is no repeat.



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Microlight Incident Report

IRP No: 1481572456

Name: [REDACTED] Phone: [REDACTED] email: [REDACTED]

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Incident Details

Microlight type/model: Avid Flyer C model/ Mk4
 Place of incident: Leo Johns airstrip at Mata
 Other aircraft involved: None

Describe the incident
 I was doing some forced landing practise, coming in to the strip at an angle from the RH side. I allowed the aircraft to drift too far towards the LH side of the strip which required a moderate turn to the right at very low level to line up with the runway. We came around in the turn but instead of levelling out we just stayed in the turn until we stalled and crash landed. A subsequent inspection of the aircraft revealed the RH control completely snapped off the end of the flaperon. As the R

Describe the affect on safety
 Serious concern for all Avids. These flaperons have a central aluminium spar tube that all the hinges turn on. This tube sticks out the inboard end where a 4130 steel sleeve and bellcrank is riveted on to the aluminium tube. The scary part is you cannot see any part of that inner aluminium tube, it is completely covered over by the bearings and steel sleeve, so there is no way of knowing that it is cracked or corroding.

Remedial action taken
 Still debating how to fix and strengthen that spar tube. CAA, SAC and the Avid Forum in USA have all been notified.

Corrective or preventive action recommendations
 Immediate inspection of all Avid flaperons but I am not sure how these tubes can be adequately inspected.



Membership changes

Anna Wruck	Canterbury Recreational Aircraft Club	Novice	Joined
James Ferguson	Nelson Microlight Club	non-flying	Inspection Aut
Matthew Wilkins	Feilding Flying Club	Novice	Joined
Norris Charlton	Wairarapa Ruahine Aero Club	Advanced National	Joined
Graeme Duske	Matamata Aero Club	Novice	Joined
Mark Oliver	Associate	Advanced National	Joined
Maria Pietras-Jensen	Canterbury Recreational Aircraft Club	Novice	Exam
Daniel Breakspeare	Motueka Recreational Flying Club	Advanced National	Joined
Garth McVicar	Gyrate Flying Club	Novice	FRT0
Warren Sly	Mercury Bay Aero Club	Advanced National	Upgrade
Jason Tassell	Parakai Aviation Club	Novice	Joined
Cris Lawry	Canterbury Recreational Aircraft Club	Advanced Local	Upgrade
Gregory Molineux	Geraldine Flying Group	Advanced National	Upgrade
Colin Loker	Bay of Plenty Microlight Assn	Advanced National	Upgrade
Peter Dell	Gyrate Flying Club	Advanced National	Upgrade
Shanon Eyre	Matamata Aero Club	Intermediate	Upgrade
Hayden Faulknor	Hawkes Bay and East Coast Aero Club	Advanced National	Upgrade
Robert Newbigging	Eastern Bay of Plenty Microlight Club	Senior Flight Instructor	Upgrade
Walter Taber	Wairarapa Ruahine Aero Club	Advanced Local	Upgrade
Roger Dold	Bay of Islands Aero Club	Advanced Local	Upgrade
David Wynne	Bay of Islands Aero Club	Advanced National	Upgrade