



## RAANZ 2017 National Fly-in

### Canterbury Recreational Aircraft Club

#### Rangiora Airfield

**Mar 31- April 2 2017**

#### **Friday 31<sup>st</sup> March**

- Meet at Rangiora
- Free flying
- BBQ Tea-\$10
- Fly to pier and Sumner or Landing comp.

#### **Saturday 1<sup>st</sup> April**

- Breakfast at clubhouse 7.00am - \$10
- Fly to Oxford for lunch via Forrest field and Rakaia Gorge to Lake Coleridge – Oxford. \$15

#### **Afternoon**

- General flying and competitions
- Dinner at RSA Rangiora- self funded

#### **Sunday 2<sup>nd</sup> April**

- Breakfast at clubhouse. \$10

#### **Notes**

- Registrations are \$20- send email to [registration@crac.co.nz](mailto:registration@crac.co.nz)
- Camping at Rangiora with club facilities for use.
- Up to 20 sleeping places at clubhouse available on a first come-first served basis.
- There are also some members who are making accommodation available. please note if you are interested in this in your registration email, and we can put you in touch.
- Motels in Rangiora, only 7 minutes away.
- Aircraft parking but no hangars are available.
- Fuel (Mogas 95) will be available also. AvGas is available as per the AIP.
- Landing fees \$10, probably for the whole weekend.
- All payments cash please!

**Ensure you check NOTAMs as currently one runway is partially closed, and this may change. Also ensure you are familiar with the NZRT plate (non-standard circuits on some runways), and the surrounding CHC area where there is multiple frequencies and controlled airspace.**

## Accidents and Incidents

### Bill Penman/RAANZ OPS.

Flying, like any other sport can involve things going not quite to plan culminating in an accident or incident of some sort.

Over the last few years the occurrence rate has increased mainly due to pilot awareness and the reporting of such. Airways also have an obligation under CAA rules to report **all** airspace occurrences and do not have any discretion otherwise. Gone are the days of the controller contacting the pilot to discuss minor infractions, point out the error of the pilot's ways and maybe give a stern telling off.

This reporting of accidents and incidents assists in increased awareness to the authorities with trend information and subsequent follow up and education actions, piloting technique and experience enhancements, and engineers with mechanical defects they should be looking for. All the factors and issues involved can only make flying safer for all.

RAANZ and CAA are working together in sharing information to assist in the correct data being assessed and published, along with our organisation being able to do our part with education.

One of the areas that pilots need to pay more attention to are **airspace boundaries and ATC procedures and rules**. This pertains to all pilots and unfortunately RAANZ pilots are not exempt and need to do better.

A simple resolution is to “do your homework” prior to going flying.

- Have the correct charts
- Get advice from fellow pilots or instructors
- Do not assume- ask again if unsure what ATC has said
- Call well in advance of an airspace boundary
- Do not enter until a positive clearance has been obtained
- Know your transponder procedures
- Know how to operate your GPS and glass panels
- Be prepared.

Safe flying is enjoyable flying.

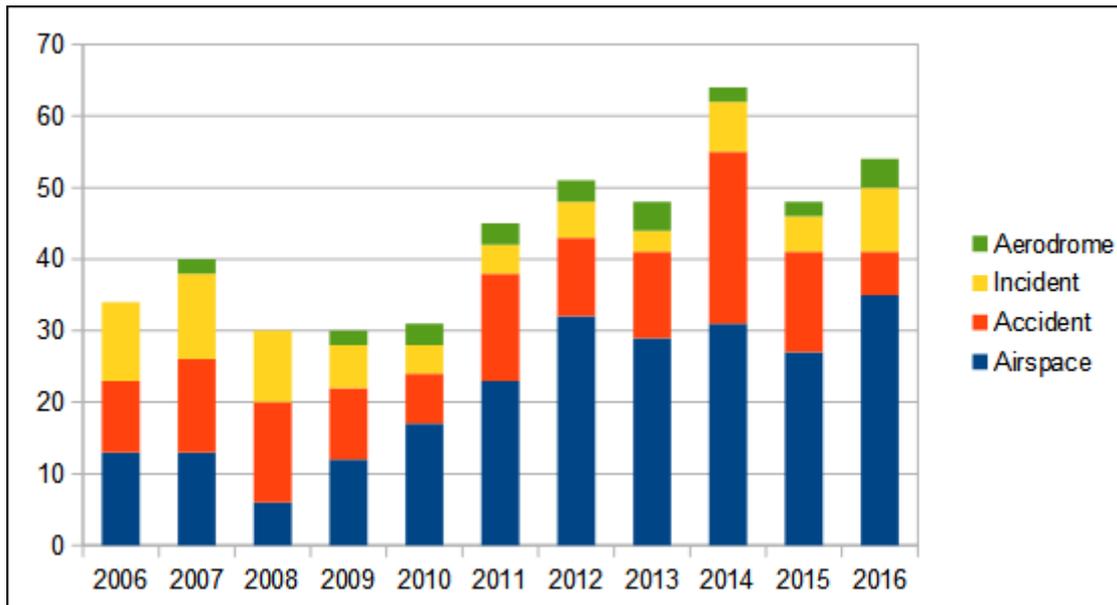
## Incident stats- what are we doing wrong, who is doing it, and why

CAA have given us all microlight related incident reports for the past 11 year. We have filtered these data down to RAANZ pilots and aircraft- those we are responsible for- to find out what we are doing wrong, why we are doing it, trends that need to be fixed.

First reaction was the sheer number of microlight incident reports- 481 over the 10 years. That averages nearly 1 a week. We don't want CAA staff fronting up to their weekly heads-up asking “what have the microlight guys done this week?” We can do better than that.

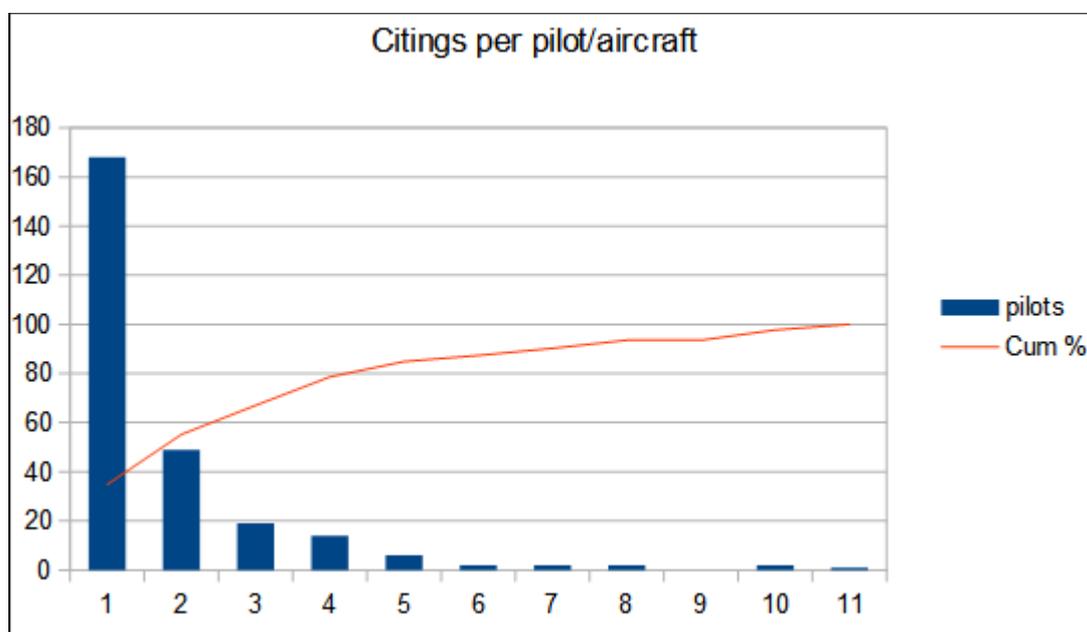
A quick look at the type of incident reports shows that over half now relate to airspace violations- cutting the corner, entering without clearance, misunderstanding clearances, going beyond clearance. Some quite minor, but others quite significant near accidents. As Bill notes above, **all**

are now reported to CAA by Airways.



The biggest return on effort is to focus on reducing those airspace violations. Training, knowledge, experience, confidence, attitude all can contribute to that.

As to who the culprits are? It's a general spread with a few outliers. Half have had only one or two pings, have probably learnt from them, and can certainly be fixed by knowledge and preparation. But there are very small number of pilots who have accrued many citations (some 10 or more)- possibly a mix of ignorance and attitude. Ignorance can be fixed by knowledge, attitude is much more difficult.



You can expect to see some initiatives from RAAZ to focus on improving airspace awareness-training, tools, testing, etc. But in the meantime, all that is required is for **you** to make sure that for each flight you know the airspace, you have the charts (VNCs, landing, arrival/departure, ground movements), good radio comms and procedures, and follow clearances.

Do it right?- not a problem. Not prepared?- stick to Class G airspace.

## Mandeville Fly-in



The main event held annually at Mandeville is the Mandeville Fly-In. It's a great family day out with entry to the museum and workshop tours included in the entry fee. The local steam club brings up its traction engines for a "classic" race down the air field each day and if the weather plays the part there is opportunity to fly in a vintage bi-plane.

The 2017 event will be held 11 and 12 March to coincide with a visit from the Tiger Moth Club of New Zealand. Entry fee \$5. Children under 13, FREE.



Civil Aviation Authority

**EMERGENCY  
MANDATORY PERMIT DIRECTIVE**



**Number: 2017-003-E**

Issue date: 21 February 2017

In accordance with Article 41(1) of The Air Navigation Order 2016, as amended, the following action required by this Mandatory Permit Directive (MPD) is mandatory for applicable aircraft registered in the United Kingdom operating on a UK CAA Permit to Fly.

Type Approval Holder's Name: <b>P&amp;M Aviation Ltd</b>	Type/Model Designation(s): <b>Various, see below</b>
<b>Title:</b>	<b>Hang Bolt plus Lanyard – Inspection / Replacement</b>
<b>Manufacturer:</b>	P&M Aviation Ltd
<b>Applicability:</b>	<p>All Microlights of the following types where P &amp; M Aviation Ltd are the Type Approval Holder:</p> <p>TADS No. Aircraft Type</p> <p><b>BM44</b> Pegasus Quasar 2 TC  <b>BM46</b> Pegasus Quantum 15  (Rotax 2-stroke engines)  <b>BM50</b> Pegasus Quantum 15-912  <b>BM56</b> Pegasus Quantum 15-HKS  <b>BM66</b> Pegasus Quik  <b>BM70</b> Quik GT450  <b>BM77</b> QuikR  <b>BM80</b> Quik GTR  <b>BM81</b> PulsR</p>
<b>Reason:</b>	<p>The lanyard on a hang bolt plus lanyard component was found to be under swaged which allowed it to detach at a low load. The lanyard is essential to stop the hang bolt pinch nut from slackening off. Should the pinch nut fall off there would not be anything to prevent the hang bolt from potentially migrating out of its housing and the wing would then detach.</p> <p>This problem was identified as a manufacturing deficiency of part number YQB-31302 and affected three batches of the component: A9835, A9868 and A9880.</p>
<b>Effective Date:</b>	21 February 2017

<b>Compliance/Action:</b>	<p>Compliance is required as follows, unless previously accomplished:</p> <ol style="list-style-type: none"> <li>1. Before further flight, inspect the hang bolt plus lanyard, part number YQB-31302. If the lanyard is from batch number A9835, A9868 or A9880, before further flight, remove the hang bolt plus lanyard from the aircraft and return to P &amp; M Aviation Ltd for replacement. Note: The hang bolt plus lanyard part number and batch number are marked on the sleeve shrunk on to the lanyard.</li> <li>2. Record the inspection from paragraph 1 and any necessary rectification action in the aircraft technical log in accordance with paragraph 3 of P &amp; M Aviation Ltd Service Bulletin 146.</li> <li>3. Repeat the actions in paragraphs 1 and 2 at each Permit to Fly revalidation.</li> </ol>
<b>ENSURE COMPLIANCE WITH THIS MPD IS RECORDED IN THE AIRCRAFT LOGBOOK</b>	
<b>Reference Publications:</b>	P & M Aviation Ltd Service Bulletin Number 146 Issue 1 dated 6 January 2017
<b>Remarks:</b>	<ol style="list-style-type: none"> <li>1. This MPD was not posted for consultation because of the urgency of the requirement.</li> <li>2. Enquiries regarding this Mandatory Permit Directive should be referred to: GA Unit, Civil Aviation Authority, Safety and Airspace Regulation Group, Aviation House, Gatwick Airport South, West Sussex, RH6 0YR.  Tel: +44 (0)1293 573988 E-mail: ga@caa.co.uk</li> </ol>

### Rotax 912- worn throttle arms and springs Logan MacLean/Rangiora



Maybe it is time to remind IAs and home service people to inspect carb throttle spring attachment arms/bushes for wear on Rotax 912 engines

As number of hrs on many machines is getting up to 1000 plus hrs , This item can be missed as the spring cuts thru from the underside and with a drip tray in place can go undetected.



Another pic- these bushes are not installed on pre 2005 engines and I recommend installing them, but need to be inspected.

The bottom one usually seen when doing carb flange replacement but obviously can be missed, aircraft had done 1900 hrs.

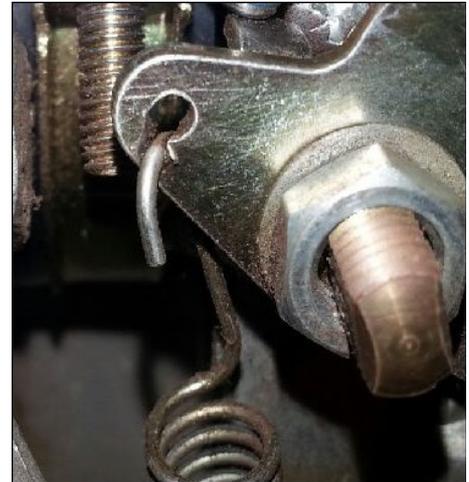


This is an arm of another customer's aircraft and at first look it appear good but on removal I find spring completely cut through bush,

The rubbers replacement AD should (my opinion) include bushes.

RAANZ- I am sure if you advise owners of 912 engines to pay attention to these visual inspection points- arms and pedestal- there will be dozens of people amazed at what they find. Port side appears to be the most common worn components.

I certainly suggest those prior to 2004 should purchase bushes.



**Murphy is always with us!**

**Alan Murgatroyd/Kerikeri**

Ground Loop.....quote....

".....If the aircraft heading is slightly different from the aircraft's direction of motion, a sideways force is exerted on the wheels. If this force is in front of the centre of gravity, the resulting moment rotates the aircraft's heading even further from its direction of motion. This increases the force and the process reinforces itself. To avoid a ground loop, the pilot must respond to any turning tendency quickly, while sufficient control authority is available to counteract it. Once the aircraft rotates beyond this point, there is nothing the pilot can do to stop it from rotating further....."

Of necessity the centre of gravity of a tail-wheel aircraft is behind the main wheels, otherwise it would tip on to the propeller, the opposite is true of a nose-wheel aircraft, when one needs the weight forward of the main wheels to rest on the nose-wheel

I have long been aware of two axioms with regard to flying ..

- The two most useless things in aviation are air above you and runway behind you.

and

- Tail-wheel pilots fall onto two groups, those who have experienced a Ground Loop and those who will.

Unfortunately I recently joined the first group !!

I keep my Turbulent in a hangar about half way down the length of Kerikeri's 1190m main runway, and although only needing about 200 m, in deference to 1) above I back tracked the full length to the threshold, where run-up and engine parameters all appeared normal, so checks complete, line

up, final look around, announce rolling, stick neutral, full throttle, speed building, RPM normal, bit of rudder to keep straight, ease forward to lift the tail-wheel and slowly back to lift off. Magic as usual.

Then cough, splutter, resume full power, but Hey! for how long, let's get this baby on the ground. There was sufficient, but reducing, runway available but transition from take-off to immediate landing is not something one regularly practices and the touchdown was a little premature and on one wheel so a swing was induced which full brake and rudder failed to correct. The Classic Ground Loop, just as described, and totally impossible to contain.

One undercarriage leg was broken off and the wing buckled as the tip contacted the ground.

No evidence of fire or fuel leak, but shut down and exited without delay, not a scratch, but it could have been worse if I'd started the take off halfway down the runway.

I vowed that I would never fly without a Flight Engineer, then of basic necessity to keep the Turb. flying I became one (!) but I'm definitely not a homebuild constructor, so will probably look for a group who want an Aircraft Re-build project.

The aircraft was originally built by Fokker Aircraft Company engineers in Holland and I have original plans, the engine is a standard 1200 cc 4 cyl. VW Beetle tho' it was upgraded to 1400 cc before I took over the ownership. Total flying time 804 hours. Offers ?



## Fuel excise rebate issue

### Jeremy Talbot/ZK KII and ZK YMU

Hi All RANZ members.

For the last 2 yrs I have approached the Minister of Transport to have the unfair excise tax on MOGAS when used for aviation allowed. Currently this tax is 67.5c /l .

The current act allows for this tax to be claimed back for almost all off road activities and farm use, but specifically excludes aviation based on a 40 yr old advisory from CAA requesting that it not be allowed as it didn't want to see MOGAS used as a substitute fuel in aircraft engines. This ruling was fine 40 yrs ago, but today, most modern aircraft manufacturers recommend MOGAS for most microlight and modern light aircraft engines. Rotax as the biggest supplier has this in it's instruction manuals especially for 2 strokes.

Most of us using around 15l per hr this tax is costing us all about \$10/hr or about 30% of our running costs.

The letter received today from Simon Bridges shows that we all need to now pressurise our local MP's to ensure that this gets pushed along a lot quicker than it has been. Being an election year is a good time to ask for these things.

But what has really annoyed me in Minster Bridges reply is the quote that fuel excise is used to fund the Search and rescue services. Well the stats show that the biggest user of this service is our bigger brothers who all use AVGAS only. It is unjustifiable to have us now subsidising these guys. AVGAS has no excise duty !!!!!

I would also think that removing the excise on MOGAS will allow some airfields to consider putting pumps in and as it will put some pressure on AVGAS sales, this too may become more competitive in price.

So fellow RAANZ members and pilots, the time is right for you all to put pen to paper or have this organisation arrange a petition to have this unfair tax once and all removed from our costs.

## Membership changes

Richard Bourke	Canterbury Recreational Aircraft Club	Novice	FRTO
Peter Baird	Kaitaia Aero Club	Novice	FRTO
George Pirie	Matamata Aero Club	Novice	FRTO
Alister Pringle	West Coast Microlight Club	Intermediate	Upgrade
Loren Nolan	Associate	Intermediate	Upgrade
Eddie Eelman	Bay of Islands Aero Club	Advanced National	Upgrade
Rod Willis	Gyrate Auckland	Advanced Local	Upgrade
Ross Alexander	Whangarei Flying Club	Novice	Joined
David Horner	Parakai Aviation Club	Advanced Local	Upgrade
Cris Lawry	Canterbury Recreational Aircraft Club	Advanced Local	FRTO
Glenn Martin	Canterbury Recreational Aircraft Club	Flight Instructor	Upgrade
Michael Clinton-Baker	Wairarapa Ruahine Aero Club	Advanced National	Joined
Glenn Coates	Canterbury Recreational Aircraft Club	Novice	Joined
James Hart	Geraldine Flying Group	Novice	Joined
Jason Poynter	West Coast Microlight Club	Novice	FRTO
David Hayes	Wairarapa Ruahine Aero Club	Advanced National	Upgrade
Justin Sturrock	Associate	Advanced National	Joined
Niall Mueller	Associate	Novice	FRTO
Oliver Wulff	Wairarapa Ruahine Aero Club	Novice	Joined
John Elling	Bay of Islands Aero Club	Advanced National	BFR
Timothy Shaw	West Coast Microlight Club	non-flying	FRTO
Mark Gray	Geraldine Flying Group	Advanced National	Joined
Travis Etheridge	Feilding Flying Club	Advanced National	Joined
Denis Hosking	Bay of Islands Aero Club	Advanced National	Joined
Christopher Vernon	Kaitaia Aero Club	Advanced National	Joined