



From the President

Easwaran Krishnaswamy/RAANZ President

My name is Easwaran Krishnaswamy, but for those of you who find it difficult, most of my friends call me ICEMAN or "ICE" for short. I am from India and moved to New Zealand to pursue aviation, which is my dream and passion. After accepting the role of president with support of the RAANZ executive committee, I wanted to introduce myself to the wider membership, give a quick background of my involvement with RAANZ and relevant qualifications for the benefit of those of you who don't know me yet.

Qualifications:

- Bachelor's Degree in Electronics and Communications Engineering - 2009
- NZ CAA Commercial pilots licence with Multi-engine/Instrument-rating – 2010
- Propeller maker / Light aircraft maintenance /Test pilot –Thompson Aeronautical/Rangiora light aviation - 2011
- RAANZ & SAC Senior instructor, Test pilot – Canterbury Recreational Aircraft Club – 2012
- Test pilot & Flight test Engineer - Martin Aircraft Company – 2014
- Glider pilot & Tow pilot – Canterbury Gliding club - 2015
- Sky dive Jump Pilot - Sky diving Kiwis – 2016

As you can guess, I love the air and the sky is my home except when I'm not flying, then you can find me on the ground in Christchurch wishing I was up in the air. I have a total flight time of about 1300+hrs. I am a senior instructor with CRAC and I am actively involved in the aviation scene in Canterbury.

Contributions to the sport in NZ via RAANZ executive committee:

I was recommended and elected on the RAANZ Exec three times, first for a 1 year term, then again for a 3 year term which came to an end last year and now for third time for the current serving term. In my time on the RAANZ Exec team I have been involved in valuable contributions to the sport in NZ some of which are detailed below in no particular order. I would like to add that the success was a team effort rather than one individual effort

- Implementation of Online exams and CMV forms and Database management systems F&P forms Website updates
- Various operational contributions – Max all up weight limits Registration of aircraft, Instructor training briefings/sign-offs, Alignment with Good General aviation practices, Safety management system templates
- Accident / Incident/ Licence /Permit/Safety investigations of sensitive nature & reporting
- Close involvement with CAA NZ on various regulatory items – e.g Permit to fly LSA on microlight licence, Retaining current privileges for micro lighting in NZ, Accident & Incident statistics data sharing

- Attending face to face meeting and national fly ins for microlight sport representations
- Road shows throughout new Zealand to increase awareness on pilot responsibilities and promote safety
- Creation of the RAANZ Instructional techniques course – in final stages to be deployed in line with CAA ITC requirement.
- Free Metflight GA weather for microlight pilots

I hope to continue to work towards the greater good of microlighting in NZ. RAANZ has a strong and active membership base and it is my absolute privilege to work alongside such experienced aviators. One of the jobs we are currently working on is a RAANZ Instructional Techniques Course, which is a CAA requirement for any pilot who wants to be an instructor. Looking forward, we hope to roll this out to the wider membership in the near future, so watch this space! In the meantime, if I can help with anything related to RAANZ or aviation in general feel free to give me a ring on my personal mobile. (0226402604)

Cheers, ICEMAN

Another RV12 school build project!

Peter Steers/HB&EC Aero Club

Hi. Peter Steers here of the Hawkes Bay and East Coast Aero Club, Bridge Pa Hastings. I run a group of 12 students, young 12 to 16 year olds, that are Young Eagles and ATC cadets. We are building an RV 12 microlight. Each Saturday morning in my hanger.

I will put together some information and pictures, about the project for the RAANZ RecPilot magazine



Youth Microlight Build Programme. August 2017

What. The Hawkes Bay and East Coast Aero Club have endorsed a programme driven by Peter Steers and Malcolm Belcher to build a Vans RV 12 Microlight in Pete Steers hanger. Funds have been obtained via a grant from Eastern and Central Trust Hastings.

Why. The programme is to give skills to the Air cadets and Young eagles of Hawkes Bay. This will help them with their CVs and jobs for the future. The finished project, when tested and flown by a qualified aircraft engineer, will be used to give the participating students time in the air and some flying lessons.

When. The kit arrived late September 2017. Skills and practice took place end of August In Pete Steers hanger. Split shifts on Saturday mornings and afternoons with four students per shift give students the space to learn.

How. All special tools will be provided. The skills and knowledge of Malcolm Belcher, ex school teacher and builder of three RV12 Micro lights, will be used to make this aircraft a TOP build. Pete Steers comes from a Rolls-Royce restoration back ground and has been in the trade for 50 years. We have estimated the project to take 14 to 16 months to complete. We hope to have approximately 12 student volunteers.

The \$100,000.00 costing is split into three. One third grant obtained from Eastern and Central Trust. The remaining two thirds cost to be sought from Infinity and Fist Light. At the end of the build project the students will learn to fly the RV12 Microlight. After one year the Microlight will be sold and funds obtained used to start a new build of an RV 12.

Information on the build can be directed to rebelflyer1951@gmail.com

Flying in New Zealand – a rookie from Holland

Ed Eelman/Holland

Flying embedded always a fascination for me. How is it possible to get 500 tons aloft without fallen out of the sky. As always mankind needed a few persons with vision an determination to prove against all odds that we can fly. The brothers Wright gave us wings.

My career took me many times to the sky, but never in the front left seat with the exception of helicopter flights as the pilot occupies the right seat.

Did flown literally many times around the globe and still do, but my seat in the back changed when I played a round of golf with a person who turned out to be an instructor. He asked me why I never took up a flying career when I confessed that, as a young boy, I always after school biked to my airfield and admired the power of the Spitfire or the simplicity of a Piper Cub.

In those days it was a bridge too far for us young boys living so far away on a remote island to get a change of a pilot career.

“Why not start now?”, he asked.

Too expensive and too far travelling was my objection. His answer was short. € 95.- per hour instruction and he will do the training on my island Texel. An offer I could not refuse and with the

blessing of my wife I occupied the left seat.

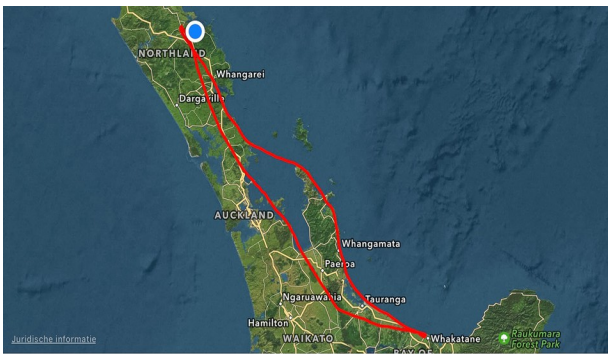
Thrilled to take control and get my first take off. Stall en bends came later. The landing approach was disastrous. Not even close to the runway. Yeah steering a plane is different than your car. But before we landed after several attempts, I finally got the hang of it to line up.

When I stepped out of the plane two policemen walked up to me and asked me why I went overhead the airport (para's are active on our place). I heard the instructor telling themtower permission and CB coming in while I sneaked away from the site.

With 12 hour airtime obviously you are already full of confidence as a 747 pilot to be.

My annual holiday destination is already for many years NZ. Why? Nice country, lovely weather (almost), fantastic people and as it turned out great airspace.

With the okay from my instructor I contacted Auckland Aviation Club running the ZK-AAC and before long they brought me above Auckland Centre and the Mercer valley in a Cessna 162. Full glass cockpit. Neat plane and flew in between the many other planes at the busiest airfield in NZ.



Next stop was Whakatane. Met Peter of the flying school. Went up in his long nosed Bristell. Lovely plane with glass cockpit. Went through the usual tests, but got a bit afraid when in stall the left wing start dipping. On every landing we did the downwind checks and Peter continued with "landing gear down and informed passengers". I stared at him in bewilderment as we had fixed undercarriage in the two seater. "Yeah I fly on all sorts of planes and this is my

fixed downwind check" he answered.

On the next approach I said: "Peter you do the praying and I do the landing".

With him we landed on Opotiki also he was not happy that I destroyed the daisies on the side of the centre runway so next time in the middle as the corn field came a bit too close to his liking.

We went to Colin's strip. In between the trees and uphill on the crop duster field. Right corn field and left the deep valley. Be ensured it thrilled me.



Our next stop was Ahipara near Kaitaia.

Said to my wife let's go to the airport and see if we can fly here. Found Jim and within minutes leaving my wife in the bar, we pulled the Tecnam P92 outside and took for the skies. A few lessons later I landed with Jim on 90 miles beach. "Nice landing mate, you can take off". But I had other plans. Stopped the plane and went outside taking pictures. In Holland you lose your licence if you land on the beach, so I needed evidence. According to good Kiwi practice Jim charged me an extra landing fee.....

Many sky hours later we stopped on the runway, he stepped out and was on my own. "I want the plane back after one round and don't forget you are now much lighter".

Happy as a young kid with his new toy I took the sky, but the approach was, despite Jim's warning, too high. "Going around", I declared and when I parked the plane next to the clubhouse I told Jim with a grin that I found one round a bit short for my enjoyment. Later in the bar he decorated me with the "wing" witnessed by all the nice club people. The minimum you can do is to ring the bell.

Leaving far north and stayed in Paihia. Kerikeri is nearby and John is my next instructor. In the Tecnam 2008 we flew low through the valleys of the Omahuta and Puketiki Forest and the low flying area east of Hokianga harbour. Great thrill!

Then the more serious stuff. Planning the longer trips without modern navigation equipment. Maps, NOTAMS, weather info, notes and your brains. In the air, every 10 minutes check if the plan is still confirm the reality and if not, correct. Landed at Dargaville among lot's of other aviators. Took the lovely Saturday lunch and lined up for our turn to take off. Direction Kaitia, but near Hokianga harbour I was directed to find out our direction and distance to Kaikohe. Oops, flying with a map on your lap and guestimate your next destination magnetic course and distance is not so simple as it is written here down. Anyhow got the direction and approximate arrival time, but to find that place.....among the many meadows....

Got it right that the largest of them all is Kaikohe, good enough for a touch and go. Well that is fine if you know the wind direction and where the runway is..... got the wind direction, but the runways.....it is not easy if you have not been there previously. After that sweaty landing I use my iPad programme, a lot easier.



With the Cirrus SR22 from Whakatane around Mt. Ruapehu

My holiday came to an end and I wish to say a big THANKS to all my instructors and all the fine people I met during our stay. Guys keep it up to continue to fly in so much great airspace without being hindered by the ever intruding bureaucracy we have in Europe.

Soon after this story I got my microlight licence, my LAPL SEP & TMG licences (European licences to fly 2000 kg MTOW and 4 persons and touring motor glider).

The year thereafter I got my NZ microlight licence.

By now I got over 220 hours and almost 500 landings so I lost my rookie status. Fly happily all over Europe and NZ as we return every year to your beautiful country. Yes I am a swallow!

Congratulations Deane Philip- STOL king yet again!



Congratulations to Deane Philip for another win in the Short Take-Off and Landing (STOL) competition in New Zealand, with the shortest combined take off and landing in his Zenith STOL "Sky Jeep" powered by a Viking Honda engine conversion: 12.6 take off and 14.7 landing

Healthy Bastards Bush Pilot Champs 2018. February 3, 2018. Omaka Aerodrome in Blenheim, New Zealand. [Check it out on YouTube](#)

Defect Report- RANS S6 engine mount bolt

| Defect Details | |
|--------------------------------------|---|
| Microlight type/model | rans S6 |
| Total Time in Service (hrs) | 385.3 hrs |
| Defect area | Airframe/Engine/Controls/Flying surfaces/Undercarriage/etc |
| Describe the defect | <p>NEW MARKS ON ENGINE COWLING OF PROP TOUCHING BUT NIL HEAVY LANDINGS OR OFF FIELD WORK.</p> <p>FOUND FRONT L/H ENGINE MOUNT BOLT BROKEN</p> |
| Describe the affect on airworthiness | <p>ENGINE NOT SECURE IN AIRCRAFT</p> |
| Remedial action taken | <p>BROKEN STUD REMOVED. ALL BOLTS REPLACED</p> |

RAANZ 2018 National Fly-in @ Stratford

I am collecting pics and vids of this event, aiming to have a pictorial report in the next RecPilot and posted on the website.

Thanks to those who have already contributed, but I could do with more!! If you have any pictures, videos, reports on the fly-in, please send them to editor@raanz.org.nz. Thanks!

Membership changes

| | | | |
|------------------|---------------------------------------|--------------------------|---------|
| Glenn Martin | Canterbury Recreational Aircraft Club | Senior Flight Instructor | Upgrade |
| Jayden Foster | Kaitaia Aero Club | Novice | Joined |
| Craig McBride | Wairarapa Ruahine Aero Club | Advanced Local | Upgrade |
| Gregory Campbell | Parakai Aviation Club | Intermediate | Upgrade |
| Stephen Crowley | Waikato Microlight Club | Advanced Local | Upgrade |
| Barry Smith | Mercury Bay Aero Club | Novice | Joined |
| Ilana Greeff | Parakai Aviation Club | Novice | Joined |
| Thomas Ash | Gyrate Flying Club | Flight Instructor | Joined |
| Craig Ruane | Canterbury Recreational Aircraft Club | Novice | Joined |
| Cody Giesen | Feilding Flying Club | Novice | Joined |
| Robert Bargent | Canterbury Recreational Aircraft Club | Novice | Joined |
| Tahi Morton | Associate | Advanced National | Joined |
| Craig Taylor | Geraldine Flying Group | Novice | Joined |
| Michael Wolff | Associate | Advanced National | Joined |
| Hamish Hall | Bay of Islands Aero Club | Novice | Joined |
| Philip Collier | West Coast Microlight Club | Novice | Joined |
| Erol Williams | Canterbury Recreational Aircraft Club | Novice | Joined |
| Dean Gibson | Canterbury Recreational Aircraft Club | Novice | Joined |
| Brent Mander | Associate | Novice | Joined |
| Peter McVinnie | Mercury Bay Aero Club | Advanced National | Joined |
| Timothy Barrow | Fiordland Aero Club | Novice | Joined |
| Daniel Bennett | Wairarapa Ruahine Aero Club | Novice | Joined |

An aerial photograph of a glider with yellow wings and the letters "EYK" on the side, flying over a winding river in a valley. In the background, there are snow-capped mountains. The text "CANTERBURY FLY-IN" is written in a large, white, bold, sans-serif font, arched over the top of the image. Below it, the word "at" is in a smaller, white, sans-serif font, followed by "Oxford" in a large, white, bold, sans-serif font. Below "Oxford", the text "Easter Weekend 2018 March 30th - April 2nd" is written in a smaller, white, sans-serif font. At the bottom of the image, there is a blue banner with white text that reads "For more information" and "Phone Dave 0272231870".

CANTERBURY FLY-IN

at
Oxford

Easter Weekend 2018 March 30th - April 2nd

For more information
Phone Dave 0272231870

It is 10 years since the Oxford strip was opened with an Easter Fly In, in 2008. The weather has been organised so that we can have a celebratory fly in Easter weekend March 30th – April 2nd 2018.

Recreational aircraft from all over NZ are invited. It will be a no stress fly in with lots of time to explore the local area or go further afield if you desire and plenty of time to socialise and

talk aviation. This is the old-style fly in, where you can camp on field, sit around the bonfire, or relax in the CRAC shack around the potbelly fire

A small committee is planning for this year's fly in. We will be catering on field.

Breakfast \$5

Lunch \$5

Evening Meal \$10

The Oxford strip is 1nm West of the Oxford township alongside the Coopers Creek, at the confluence of the Eyre River and the Coopers Creek. There is plenty of room for camping and tying down aircraft on the field.

The Oxford township has lots to do for the partners that are getting "cabin fever" on the air field. On Saturday the Oxford A&P show will be on with all the fun of a country show. Emma's Bookshop is a must visit and with the American diner next door there is plenty to fill in a day. We also have the famous "Sheffield Pie Shop" in Oxford. Check out the website **www.oxfordnewzealand.co.nz** for more information on accommodation, dining what's on etc

There will be a shower and toilets on site.

Everyone is welcome from far and wide. We would love to see some 1st generation micros there to show our newer members where microlighting has come from, to have got to where we are today with microlighting.

BP and Shell Avgas swipe card pumps are available on Rangiora Airfield, 17nm's to the east. Transport will be available for local Mogas if needed.

The Oxford strip runs East/West with all circuits to the south over the Coopers Creek. It is easy to find if you locate the Eyre River to the south of Oxford and fly west up the river until you get to the confluence of the Eyre River and the Coopers Creek. The strip will be to the north and parallel to the Coopers Creek. GPS coordinates 431753S 172091E. All traffic needs to do an overhead join before descending to circuit height. The airfield is 850ft AMSL. The strip is 500 metres long running east/west, 09/27

It can be a tricky strip on 09. 09 is a right-hand circuit and is best flown by following the river in a curved approach rather than over the trees. 27 is a left-hand circuit and more conventional. It is slightly up hill from East to West. The Oxford strip is in the Canterbury CFZ 119.2 but the Rangiora CFZ 120.2 is very close by, the corner being the Oxford township.

EVERYONE is WELCOME

For more info if needed, contact **Dave McPherson on 027 223 1870**

ELEV 850
FREQ 119.2

OXFORD
AIRFIELD



1. Standard overhead join requested
2. Circuit: RWY 27 Left hand RWY 09 Right hand
3. Turn to the north after landing
4. Caution: Trees at the end of 27
5. Clay target shooting maybe in progress (generally 3rd Sun of mth)
6. Occasional grazing occurs
7. There are no taxiways, be careful taxiing as it is a farm paddock
8. Operator Dave McPherson Phone 027 2231870