



RAANZ NATIONAL FLY-IN 2019

Te Anau/Manapouri Aerodrome February 8th, 9th, 10th



Celebrating 40 Years of National Fly-Ins. Recreational Aircraft from Rag and Tube to Carbon Fibre Hosted by the Fiordland Aero Club.

The RAANZ National Fly-in at the Te Anau Manapouri aerodrome on February 8th, 9th, 10th marks 40 years from when the very first RAANZ fly-in was held in Southland. The Fiordland Aero Club feel it is only fitting to acknowledge those first generation of recreational aircraft. By encouraging as many as possible to attend and setting aside events just for the older and slower aircraft.

Arrival and Registration is set for the afternoon on Friday the 8th. Prior registration is encouraged by emailing FAC Sectary P C Taylor at fiordlandaeroclub@gmail.com and payment of \$65. With the registration cost of \$75 on the day.

Accommodation.

Several types are available.

- Cheapest being camping in one's own tent on the airfield, club members will have two of their own caravans at the club rooms for use.
- Also several Club members have made their homes available to billet participants of the Fly-in. George Taylor is the contact person for caravan or billet accommodation gmtaylor@xtra.co.nz.
- There is also accommodation in Manapouri at the Manapouri Lake View Motor Inn Ph 03 2496652. They will give a discount to aviators attending the Fly-in, if bookings are done by the 30th November (\$135 per person per night). If you are interested contact the Motor Inn directly to book.
- A second option is to book a cabin at the Manapouri motels & holiday park camp ground.

Contact number Ph 03 2496624. Both only 5 minutes from the airfield. Transport assistance will be provided by FAC members.

The **Landing fees** at Manapouri have been kindly set at \$0.00 by the management team operating the airport, for Fly-in registered Aircraft during the weekend.

The weekend's plan weather permitting.

- **Friday** Arrival, BBQ meet and greet.
- **Saturday**, Fly round in the morning. Afternoon competitions like spot landing, bombing run, carrier landing etc. With the events divided between slow and fast planes. Then an evening meal and prize giving at the Manapouri Motor Inn.
- **Sunday** breakfast and head back to home.



The Te Anau region is one of New Zealand's most scenic places so why not spend an extra day or two exploring Doubtful Sound, Milford Sound, Te Anau Glow worm caves. Or bring along a family member or friend who could do a tourist activity while the pilots talk flying.

So that's what the third hand on the ALT is for!

Alan Clarke/BOIAC



Piprel, engine off, gliding in wave at 11000ft over Kaikohe

Incident report- Tecnam P92/Rotax 912 ULS

Aircraft Model and Manufacturer Tecnam P92

Engine Failure.

Occurrence

At 2000 ft 3.5 miles to the south of the Whangarei airport tracking south on a training flight. Suddenly the engine started running slightly rough. I reduced power to idle, checked Ps and Tt's and saw the oil pressure dropping and quickly went to near zero. I turned for the airport configured for best glide, declared and emergency landing requiring priority The engine was idling / windmilling and providing some assistance, at the start of the downwind, I believed a glide approach was possible, shut down the engine, fuel and master. The landing was normal, no injuries or other damage.

Initial investigation revealed the inlet valve on No. 2 cylinder had failed / snapped and valve sucked into the engine, punching a hole in the piston, pumping to oil out the exhaust. There was still 1.5 litres oil still in the system but the engine was seized.

Occurrence DateTime

2/01/2019 1:30:00 p.m.

POB

2

Altitude AGL

2000

Runway Used

24

Departure Point

Whangarei

Destination Point

Whangarei

Flight Rules

VFR

Injuries Minor Crew

0

Injuries Minor PAX

0

Occurrence Type

Defect

Nature of Flight

Training Dual

Flight Phase

Cruise

Effect on Flight

Emergency/Precautionary Landing
Engine(S) Shutdown

Part Manufacturer

Rotax

Part Model

912

TTIS Hours

600

Membership changes

Anton Dittmer	Wairarapa Ruahine Aero Club	Advanced Local	Upgrade
Peter Ashcroft	Hawkes Bay and East Coast Aero Club	Senior Flight Instructor	Upgrade
Steven Campbell	Hawkes Bay and East Coast Aero Club	Advanced National	Upgrade
Jacob Freeman	Canterbury Recreational Aircraft Club	Novice	Joined
Neil McLauchlan	Geraldine Flying Group	Novice	FRT0
Robin Sladen	Canterbury Recreational Aircraft Club	Novice	Joined
Gary Purkiss	Bay of Islands Aero Club	Advanced Local	Upgrade
Graham Tully	Canterbury Recreational Aircraft Club	Novice	Joined
Grant Nordick	Bay of Plenty Microlight Assn	Novice	Joined
Bruce Magee	Canterbury Recreational Aircraft Club	Novice	Joined
Dean Johnson	Feilding Flying Club	Novice	Joined
Marcia Savage	Mercury Bay Aero Club	Novice	Joined
Chrostopher Uruski	Wairarapa Ruahine Aero Club	Novice	Joined
Anthony Potts	Nelson Microlight Club	Novice	Joined

The INs and OUTs of ADS-B

CAA are planning to mandate that **from December 31 2021 all aircraft operating in controlled airspace must be equipped with ADS-B OUT**. This is Part 3 in a series of articles to explain the what/why/who/when/where/how/how much as it will apply to Part 103 microlight operations, aircraft and pilots.

The WHO part

This bit is pretty simple- if you own an aircraft and fly in controlled airspace...**you are the WHO**. But there are other parties involved in the process.

Your **equipment supplier** needs to be able to provide compatible equipment- a transponder confirming to the ADS-B 1090ES specification, and a certified GPS receiver that is compatible with the transponder. Be careful to make sure of this- there is equipment out there on the internet that looks tempting, but double-check before you commit. If it is from the USA it is probably to their UAT standard- no good here! And there are a couple of critical parameters (SIL and SDA) that the equipment must meet.

Your **installer**. CAA have stated that for Part 103 aircraft this equipment may be installed by the aircraft owner and will not require modification approval. Installation is not particularly difficult for a technically able person with the right gear (apart from fiddling in the back of an instrument panel in a cramped cockpit and snaking power and antenna cables through bulkheads, etc), but there are some gotchas that need careful consideration- power budget, GPS antenna placement and masking, transponder antenna placement and interference, and general quality of installation. There is likely to be a significant 'bow wave' in the rush to get things sorted at the last minute, so best to be planning and talking with suppliers and installers sooner rather than later.

Your **LAME**. As for any transponder installation, it needs to be inspected and tested on installation

and every 2 years by a qualified LAME. With this equipment being so critical to the integrity of the air traffic control system, no self-respecting LAME is going to sign off a dodgy install. Do it right!

Airways. Once you are up and running airways will be monitoring critical parameters and advising you of any issues they have with the quality of your transponder data.

And possibly the **gummint**. The various recreational aviation organisations are individually and jointly lobbying CAA/Airways/MOT for some financial assistance for the purchase and/or installation of ADS-B equipment. The argument is that the costs are being borne by aircraft owners, while the benefit falls to Airways who don't need to spend millions on a replacement ground-based radar system. This has been acknowledged in a report commissioned by MBIE. While no promises have been made, the word is that **IF** any such assistance is forthcoming, it will be applied retrospectively to include those who have already purchased and installed the equipment.

The message is- don't hang around and wait, avoid the last minute rush, you will not be disadvantaged.

© 2016 Recreational Aircraft Association of NZ Inc
PO Box 15-016
Dinsdale 3243
Hamilton

07 825 2800
office@raanz.org.nz
w: www.raanz.org.nz

Not receiving this by email? [SUBSCRIBE](#)

Don't want to receive this any more? [UNSUBSCRIBE](#)

Want to contribute? [CONTRIBUTE](#)
