



### RAANZ NATIONAL FLY IN 2019 MANAPOURI

John Paton/Fiordland Aero Club



Thursday morning briefing time

The **RAANZ National Fly In** was held at the Te Anau Manapouri Airport on the 6<sup>th</sup> 7<sup>th</sup> and 8<sup>th</sup> of February, hosted by the Fiordland Aero Club. The fly-in was moved forward two days due to forecast strong winds for Saturday and Sunday. Which with hindsight was to prove to be the right call by the fly-in committee.

**Wednesday 6th** saw aircraft arriving from far afield and locally. George Taylor pulled his Pterodactyl out from the back of the FAC hanger and put on a flight for those at the registration BBQ.

**Thursday 7th** was a perfect day for flying, in fact one of the best had here in the Fiordland area for some weeks. Murry Hagen gave the cross-country briefing at 9am for the Alpi Aviation sponsored cross country. There were two courses, a short course for older slower microlights and the long course for larger faster recreational aircraft. The long course went to Te Anau downs via Lake Te Anau, over the Snowdon forest to the Mavora lakes. Then around the Takitimu Mountains back to Manapouri. The local helicopter operators had been informed of the fly in by Malcolm Swanson the fly-in coordinator. How ever with 30 plus aircraft leaving Manapouri and giving reporting calls the radio traffic was very busy by normal Fiordland standards, one of the Southern Lakes Helicopter pilots was heard commenting to another Southern lakes machine on the how busy the radio was. By 12pm everyone had completed their courses in sunny calm conditions and were back for lunch.

After lunch a car was placed on the airfield with a \$100 note stuck to the windscreen. Then aircraft took turns to bomb the car with the first to hit the windscreen winning the \$100. A local farmer supplied some turnips which were used as the bombs. (to Malcolm's relief no one managed to hit the wind screen and got his \$100 back). Then it was on to a carrier landing competition.

Several faster moving aircraft that where not suited to the airfield competition's were led on a Mountain flight to Glenorchy by local pilot Mike Blomfield. The comments from several north Island pilots where, what a great place to fly. (note, the old Mainland cheese adds with the two old guys, were often shot in the Glenorchy area)

By now the day was getting on so flying was adjourned for socialising for an hour or two before the evening meal at the Manapouri pub over looking Lake Manapouri. To conclude the evening Malcolm Swanson presented the RAANZ prizes for the Fly In. With prizes of Rotax engine oil kindly donated by Logan of Alpi Aviation.

Furthest Arrival	John Nicholls Kerikeri
Cross Country	Neville Stirling pilot, Russell Brunel navigator
Best presented Aircraft	John Paton
Spot Landing	George Taylor 1 <sup>st</sup> Malcolm Swanson 2 <sup>nd</sup> Hugh Tapper 3 <sup>rd</sup>
Bombing	George Taylor
Carrier landing	David Scobie

**Friday 8<sup>th</sup>** was an early start for aircraft that were returning to Canterbury or the North island, as the strong westerly winds where due to arrive mid-afternoon.



Two Alpis pre-flight checks prior to departure

For the Fly In some 46 aircraft arrived over three days. The most numerous type were Alpi Pioneers followed by Rans S6&S7, several Tecnams, and one each for Pterodactyl, Shadow, and a Sea-ray amphibious plane WET, which was spotted by Te Anau locals on the Lake Te Anau water front.

**Finally**, special mention to Dave Mitchell in DYM (Kermit) who took advantage of the calm conditions on Thursday to fly down Dusky sound and around the Fiordland coast to Tuatapere. Dave's goal is to circumnavigate the South Island coast line. Dave was last seen heading to Mike Bloomfield's to wait out the westerly winds. Then fly the leg from Tuatapere to Rangiora, which would complete his circumnavigation goal. Also, thanks to John Nicholls in RJN for coming all the way from Kerikeri to see our part of NZed.





John Nicholls and RJN from Kaitaia

## Proposed Hokianga restricted area- airspace user consultation

### Introduction

Northland-based company, Incredible Skies Ltd, has applied for the designation of a restricted area to conduct trials of remotely piloted aircraft systems (RPAS) in the following operations: (a) Beyond visual line of sight (BVLOS) flying for development and research purposes, and (b) trial deliveries of medical supplies to remote locations.

### Proposed restricted area

The proposed restricted area would be activated by NOTAM when a trial is to take place, from the surface to 3000 ft AMSL. Refer to Figure 1 in Appendix A. Conditions on operations within the temporary restricted area may be imposed to ensure that activity is fully contained and clear of aircraft operating outside. These may include application of vertical and lateral buffers, and meteorological minima. In addition to the activation by NOTAM, Incredible Skies intend to set up a contact database where either direct phone calls or emails would be sent to local airspace users who have subscribed to this service.



You are invited to attend the proposed Hokianga restricted area consultation meeting to be held as follows:

**Date: Monday 18 March 2019**

**Time: 6:30 p.m.**

**Venue: South Hokianga War Memorial Hall, 15 State Highway 12, Opononi**

Discussion at the meeting will include purpose and activation of restricted areas, the proposed airspace and users concerns.

Editor's note: This is the second time around with this proposal.

RAANZ submitted comments and objections to the initial proposal on the grounds that it took out a large chunk of airspace including a very useful low level coastal route. See [RecPilot issue 130](#) for our submission.

We will review this proposal and make submissions. On first glance there appear to be no changes, so our original comments likely still stand. We urge all users of this airspace to consider the implications to their operations and make submissions to CAA.

## **ADS-B update**

**Katie Gunatunga/FSIWG**

### **AC43.14 Consultation**

As many of you may have seen, AC43.14 was published for consultation on the 18 February 2019. This revised AC provides acceptable technical data for 'all in one ADS-B boxes'. Consultation on the proposal closes on the 18<sup>th</sup> March 2019. Please feel free to have a look at the draft advisory circular and have your say. [AC43-14 \(draft Revision 5.1\) Standard Design Changes: Acceptable Technical Data](#).

### **ADS-B Consultation**

In early February, Charlie Morris and I discussed ADS-B at the SAANZ Great Plains Fly-in in Ashburton. There was great turn out and we got lots of questions about ADS-B. It certainly gave us lots to think about, as we start preparing for the ADS-B roadshow. I have attached my notes from this session FYI.

On that note, we now have Cabinet approval to release the discussion document on the proposed ADS-B mandate. This discussion document provides an opportunity for aviation industry to have their say on the on the proposed 2021 mandate for controlled airspace. The discussion document will be available at [www.caa.govt.nz/ads-b](http://www.caa.govt.nz/ads-b) and an email will be going out later today.

We have also organised a roadshow from the 20-29 March 2019 where relevant staff will be present to discuss the proposal. A questionnaire will also be provided that is predominately multi choice to make it easier for participants to respond. Consultation on the discussion document will close **5 April 2019**.

## Defect report - Tecnam P92 Classic rudder pedals

Microlight  
type/model Tecnam P92 Classic

Total Time in  
Service (hrs) 1039

Defect area Controls,rudder pedals

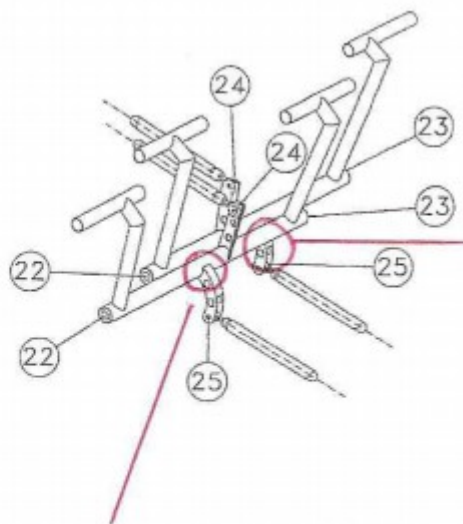
The steering lug welded to the left hand rudder pedal that goes through the floor broke away from the rudder pedal lower tube. In doing so the tube was also damaged. The right hand side also had cracks where the lug is welded to the rudder tube. This aircraft is used for club student training. We don't have any firm idea why this happened. No incident occurred that would have caused the defect that we are aware of. We have asked the instructors to remind their students not to push the rudder pedal the floor on a tight lookout turn for example without the aircraft moving forward first.

The aircraft was grounded as no longer able to steer.

Describe the  
effect on  
airworthiness

Rudder pedals and steering lugs removed. left tube repaired to procedure in Aircraft INSPECTION AND REPAIR MANUAL AC 43.13-1B. Lugs then welded back onto the tube. Gussets also added. Fitted back to aircraft, rigging checked, Dual inspected carried out and logged. Test flown by Club CFI and signed out as fit for service.

Remedial Checking the lug fixing added to pre-flight checks.



Left side steering lug to pedal  
lower tube.

Lug cracked to point of pulling  
away from tube (Damage to tube.)

Right side steering lug to pedal lower tube.

Weld cracked.



# Tube Repair

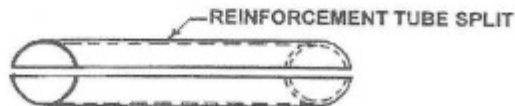


DENTED OR BENT TUBE

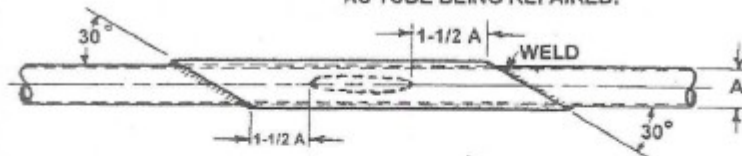


CRACKED TUBE

**NOTE:**  
LOCALLY DENTED OR  
BENT MEMBERS SHOULD  
FIRST BE REFORMED  
IN CLAMP.



REINFORCEMENT SLEEVE TO BE OF SAME  
MATERIAL AND AT LEAST THE SAME GAUGE  
AS TUBE BEING REPAIRED.



AS ALTERNATIVE TO SPLIT TUBE,  
A TWO-PIECE REINFORCEMENT  
SLEEVE MAY BE FORMED FROM  
STEEL SHEET OF THE SAME MATERIAL  
AND AT LEAST THE SAME GAUGE AS  
THE DAMAGED TUBE. USE FISHMOUTH  
ENDS AND FOUR ROSETTE WELDS  
AS SHOWN.

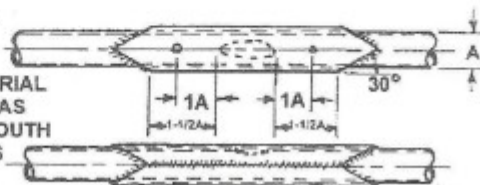
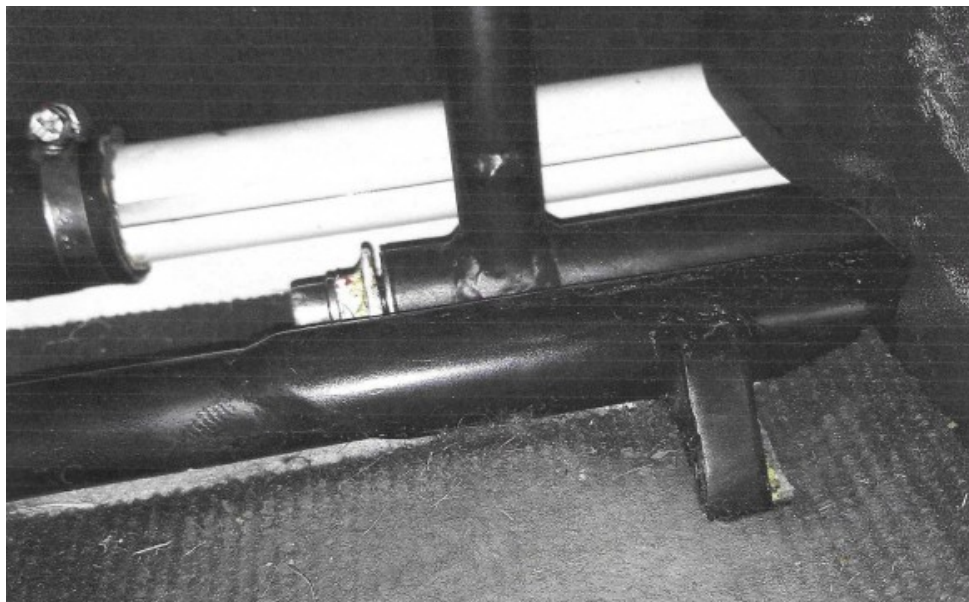


FIGURE 4-35. Members dented in a bay (repairs by welded sleeve).



## **Incident reports received**

### **Microlight type/model**

Tecnam P92 TRD

### **Place of incident**

Feilding Aerodrome

### **Other aircraft involved**

Piper Cub

### **Describe the incident:**

Saturday 26th February 2019 1430hr, TRD performing glide approaches onto Grass 28 at Feilding Aerodrome with student and instructor. Whilst taxiing back on the sealed taxiway the tip of the starboard wing of TRD contacted the wing of a parked Piper Cub.

### **Describe the effect on safety**

Aircraft sustaining minor damage to wing tip, TRD damage to starboard anti-collision light rendering it inoperative.

### **Remedial action taken**

Owner of other aircraft notified of incident. The instructor reported the incident to FFC maintenance officer and FFC Safety Officer.

### **Corrective or preventive action recommendations**

Discussion with the FFC instructor on supervising student while taxiing aircraft: although the student pilot was in control of the aircraft at the time it is the instructor who is PIC. Extra caution is required on windy/gusty days. Student informed that fault will reside with the taxiing aircraft contacting the parked aircraft, even if the parked aircraft was parked in an unusual location. Not to assume aircraft parked by the taxiways are not intruding onto the taxiway.

Discussion of incident at FFC committee meeting and incident was felt to be closed.

Full PIC, Student pilot and FFC maintenance officer's statements held by FCC safety officer

## Membership changes

Tony Thorne	Nelson Microlight Club	Advanced National	Upgrade
Jack Best	Bay of Plenty Microlight Assn	Advanced National	Joined
Glenn McIntosh	Gyrata Flying Club	Novice	Joined
Gregory Campbell	Parakai Aviation Club	Advanced Local	Upgrade
Benjamin Dodd	Canterbury Recreational Aircraft Club	Flight Instructor	Upgrade
Ryan Healy	Fiordland Aero Club	Novice	Joined
Robert Bargent	Canterbury Recreational Aircraft Club	Advanced Local	Upgrade
Fred Acke	Mercury Bay Aero Club	Novice	Joined
Ronald Day	Central Hawkes Bay Aero Club	Novice	Joined
Peter Barton	Bay of Islands Aero Club	Intermediate	Upgrade
Alex Brown	Feilding Flying Club	Novice	Joined
Richard Scott	Parakai Aviation Club	Intermediate	Upgrade
Shane Jones	Central Hawkes Bay Aero Club	Novice	Joined
Jonathan Lawry	Hawkes Bay and East Coast Aero Club	Novice	Joined
Basil Areekal Eldo	Waikato Microlight Club	Intermediate	Upgrade
Jay Preece	NZ Autogyro Association	Novice	Joined
Antony Kockott	Mercury Bay Aero Club	Advanced National	Joined
Matt Abraham	Parakai Aviation Club	Novice	Joined
John Camp	Canterbury Recreational Aircraft Club	Novice	Joined
Geoffrey Maurice	Associate	non-flying	Joined
David Bloom	Waikato Microlight Club	Novice	Joined
Cartsen Clausen	Hawkes Bay and East Coast Aero Club	Novice	Joined

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- A tidy a/c no prangs- well maintained- always hangared.
- Located 8 Nm south of Rangiora - \$ 82000- any sensible offer considered
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# WAIRARAPA AERO CLUB

FLYING SINCE 1929



# 90<sup>th</sup>

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