



## Fatal accident report: RANS S6 ZK-TJE

The [accident report](#) has been released by CAA. They (and RAANZ) encourage pilots to be aware of the lessons to be learned from this tragic accident (copied below).

### **Newly qualified pilots: One step at a time**

The issue of a certificate or licence to fly is a licence to learn. At the time of first issue of a licence or certificate, a pilot should have a basic set of skills to operate an aircraft within the limits of the training they receive, and no more.

The need for pilots to set personal boundaries was identified after another microlight accident in April 2017. 2 The safety investigation into that accident identified that newly qualified pilots are disadvantaged as they have little experience to draw on to measure where they are operating compared with where the boundary of safe operation is. Compliance with Civil Aviation Rules provides the minimum level of safety. All newly qualified pilots need to adopt a conservative approach to all aspects of their flying, setting personal boundaries above the minimum.

### **All pilots: Maintain situational awareness**

The advent of electronic media, and the near universal use of smartphones or other personal devices, has permitted easy and free access to aviation meteorological data.<sup>3</sup> Every pilot should review and actively consider the aviation and general meteorological forecasts and reports pertaining to the area in which they are going to fly.

Building an understanding of weather requires the combination of theoretical knowledge and experience. Tying the two together requires looking at the forecasts and reports and comparing them with the actual conditions experienced in flight.

## Incident report: Tecnam P92 leaf spring bolt failure

### **Microlight type/model:**

Tecnam P92 Echo Super

### **Place of incident:**

Whitianga

### **Other aircraft:**

Nil involved

### **Describe the incident:**

On Sunday 18 November., 2019 I had flown from Tauranga to Whitianga. I parked on the grass in the parking area in front of the hangars.

On leaving where I was parked in Whitianga, I applied a little power, to start my taxi to the runway. When the plane had only just started to move, I heard a 'bang' noise, and felt the LHS of the plane sink downwards.

I immediately stopped the engine, and got out to look for the cause. I saw that the nut of the LHS inboard wheel leaf-spring bolt was missing.

I removed the broken bolt from inside the cockpit. The bolt was installed with the nut downwards. The bolt had broken at the start of the threaded section, i.e. the bolt had no threaded section at all.

The LHS landing gear would almost certainly have collapsed on the next landing, possibly with severe consequences.

**Remedial action:**

A LAME from Whitianga fitted a temporary replacement bolt, and I returned to Tauranga at about 5pm on the same day.

He said that it appeared to have been a clean break, with no evidence of any stress-cracking before the bolt broke.

**Corrective or preventive action recommendations:**

All of the leaf-spring bolts, both inboard and outboard, were replaced by a LAME in Tauranga. The LAME who replaced the bolts in Tauranga suggested replacing the bolts on a fixed frequency, possibly 5-yearly or every 600hrs.

**Incident report- Fuel exhaustion**

**Microlight type/model :**

Not specified

**Place of incident:**

Inland from Kaikoura

**Other aircraft involved:**

None

**Describe the incident:**

Unintended land-out through fuel depletion.

The intended flight - From Kaikoura to Karamea return on Friday 22nd March 2019.

The A/C had a full 50 ltrs fuel load with and an additional 15ltrs in reserve at departure.

Departure around 11am in conjunction with a following Highlander microlight and Cherokee GA aircraft.

**Flight Path-**

Leg 1 Kaikoura NZKI to Lake Station NZLE.

Leg 2 NZLE to Karamea with diversion to Westport NZWS due to cloud.

Leg 3 NZWS direct to Kaikoura.

15 ltrs of additional fuel added at NSWS.

Total Flight time = 266 min.

Total distance covered 245 nm.

In climbing from the Matakītaki River to cross the approx 2000m Ella Range I experienced icing

around building moist cloud at 6900ft which dropped my full throttle revs from 6200rpm to around 5300rpm.

With changing light cloud conditions on the west side of the range I expended additional fuel circling and detouring north to be able to safely cross the range. Upon crossing the range I regained full revs and continued toward Dillon Cone on the Clarence river to regain my track. Fuel was in the red and I then suspected I might not make Kaikoura with some 20nm to run. I therefore maintained a height around 7600ft until crossing the Clarence river when I run out of fuel.

It was serene as I trimmed the A/C out for a glide speed of 46kn. With a glide of approx 2.5km/1000ft my first decision point was just south of Blind Saddle approx 10km ahead on the Kaikoura range where I proposed to descend back into the Clarence Valley to the area I knew if not achieved, either Palmer Hut or Quail Flat, which I achieved without concern.

This enabled me an achievable descent into the Kahutara River valley near the inland road. Murray Hamilton the pilot of his higher performance Highlander who I was in radio contact with had returned to look for me to assist if needed, and in joining me from above confirmed a long 600m long paddock just north of track which he subsequently landed in and I followed.

**Describe the affect on safety:**

It never felt it as an unsafe situation, as with a good glide ratio and experience at engine out and looking for good alternative landing part of Microlight airmanship, I felt confidence in the decisions made.

On the other hand, without smooth air I might not have achieved the same distances and there is always the final touchdown on unknown surfaces that can radically change the outcomes. In this instance my experience with the aircraft and its performance along with Murray's experience saved the day.

**Corrective or preventive action recommendations:**

I must admit, that my initial estimates of 15 ltrs of necessary reserve fuel fell short due to what transpired during the last stage of the flight over high and rugged terrain with few alternatives, and so on these longer flights I will allow for a larger fuel reserve.

***Editor's note:***

While CAR 103.151 removes the requirement for a microlight to carry a specific fuel reserve, it must be remembered that this originated in the days of 'low and slow' aircraft with very limited fuel capacity, limited range and endurance, and generally local flying.

With modern 3<sup>rd</sup> generation microlights with significant range and endurance, able to transit long distances over tiger country, a much more conservative approach is called for. **We recommend that fuel planning should include a reserve of at least 30 minutes, and in-flight decisions due to adverse weather or fuel burn should aim to land with that reserve intact....unless absolutely necessary.**

## Database access for Instructors

Some members have expressed concern regarding the access Instructors have to the member database, and the possibility of that data being misused. The intention was to allow an Instructor to check on a pilot's record at the time of a flight test- BFR or upgrade. We have now removed that access.

If an instructor needs to review a member's record, that member will need to log in to her/his [myRAANZ](#) page for the instructor to view. We recognise this will complicate legitimate needs to view member records, but in the current climate of protecting personal data -even for legitimate purposes- it was felt appropriate.

## ADS-B: who pays, who benefits?

Ian Andrews/President NZAF

Hi All

The CAA ADSB Road shows are now complete, and I believe we got the message across loud and clear.

It is now vital that every member of your organisation sends in a submission on the subject. This can be done in several ways, but it is absolutely crucial that you do something about it. Your voice will be heard.

It will be the total number of submissions that will be counted. We need thousands of these submissions if we are to get a deal.

Ian



**Ian D Andrews** *President*

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[www.aviationfederation.co.nz](http://www.aviationfederation.co.nz)

Here are the three options you have. We have tried to make the first one an easy option for you. However, it is your submission and your choice.

1. Copy the wording from below and paste it into an email then send to [consultation@caa.govt.nz](mailto:consultation@caa.govt.nz) (this option supported by NZ Aviation Federation)
2. Go to [www.research.net/r/ADSB-CAA](http://www.research.net/r/ADSB-CAA) and fill in the standard form which has 24 questions to answer
3. Write your own submission and send it to [consultation@caa.govt.nz](mailto:consultation@caa.govt.nz)

If you chose option 1 copy and paste the wording below into your own email and send.

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To: [consultation@CAA.govt.nz](mailto:consultation@CAA.govt.nz)

I wish to make a submission to the CAA consultation process for the proposed mandate to require all aircraft to remove their existing Mode A/C transponders and fit a Mode S transponder with ADSB Out capability. The proposal in its current form will benefit the ANSP (Airways Ltd) and all the users of the aviation system, which includes all commercial and fare paying passengers. This has been made clear in the EY Consulting Cost Benefit Analysis and is supported by the fact that at Tauranga, the airspace reverts to Class G when the last commercial flight has arrived/departed. Therefore, I consider this should be costed into the entire system as part of the basic infrastructure to ensure safety for all users.

Following are the main points of my submission.

- The proposed ADSB mandate for aircraft below FL 245, in its present form, will be a significant burden to all GA aircraft owners.
- I will not agree to the mandate and will not fit a new transponder with ADSB Out unless the Air Navigation Service Provider (ANSP) pays at least the cost of a standard, all in one unit, based on an industry standard like an Appareo or Garmin unit which has a current equipment cost of \$2995.00 USD. (to be converted to NZD plus GST)
- I understand the system and have examined the costs and benefits to me associated with this proposed mandate.
- I agree that as the installation costs will vary significantly from aircraft to aircraft these will be at my/the aircraft owners cost.

Thank you for the opportunity to submit on this important matter.

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*Editor's note:*

*You may wish to change the wording under the second bullet point to reflect your individual view and response to the issue. Our recent survey indicated that many pilots have or are planning to install ADS-B capability anyway, but certainly would welcome a rebate to offset to significant cost- and that the rebate should be retrospectively applied to existing installations.*

## Membership changes

John Harvey	Canterbury Recreational Aircraft Club	Advanced National	Upgrade
Martin Little	Mercury Bay Aero Club	Advanced Local	Upgrade
Lawrence Robinson	Gyrate Flying Club	ATO	Appointment
Jeffrey Coulson	Golden Bay Flying Club	Advanced Local	Upgrade
Geoffrey Pannett	Hawkes Bay and East Coast Aero Club	Advanced National	Upgrade
Mark McVey	Opotiki Aero Club	Novice	Joined
Arthur Warner	Gyrate Flying Club	Advanced National	Upgrade
Ilana Greeff	Parakai Aviation Club	Advanced National	Upgrade
Makhosi Moyo	Feilding Flying Club	Novice	Joined
Jed Greig	Mercury Bay Aero Club	Novice	Joined
Richard Scott	Parakai Aviation Club	Advanced Local	Upgrade
Erwin Weber	Parakai Aviation Club	Novice	Joined
Sheldon Hedgman	Wairarapa Ruahine Aero Club	Novice	Joined
Duncan Woolley	Canterbury Recreational Aircraft Club	Advanced National	Joined
Michael Rawden	Bay of Islands Aero Club	Advanced National	Upgrade
Thomas Fineman	Bay of Islands Aero Club	Advanced National	Upgrade
Richard Cook	Gore Aero Club	Novice	Joined

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