



## RAANZ database upgrade

I upgraded the RAANZ database over Queen's Birthday weekend to allow me to automate some more routine processes. It is possible/likely that in doing so I may have broken some of the database functions on the website. If you find a problem, please [let me know](#) so I can fix it. Thanks.

## Technical Log- recording of defects

Many microlights are owned by a club or syndicate and flown by a number of different pilots. It is important that any defects detected by a pilot are recorded and available to the next pilot or maintenance person. Otherwise that information may be lost or overlooked with possible risk to future flights.

### 91.201 Safety of aircraft

A pilot-in-command of an aircraft must—

- (1) before operating the aircraft, be satisfied that the aircraft is airworthy and in a condition for safe flight, after—
  - (i) the documents required under rule 91.111 have been inspected; and
  - (ii) the aircraft has been inspected; and
- (2) during the flight, ensure the safe operation of the aircraft and the safety of its occupants; and
- (3) on completion of the inspections required by paragraph (1), and on completion of the flight, record in the **technical log or other equivalent document** acceptable to the Director any aircraft defects that are identified by the crew during the inspections and during the flight.

CAA have noticed we do not have this requirement included in our exposition. We are correcting that.

The technical log can be as simple as a notebook and pen. It needs to be robust enough to be fit for purpose -no loose or removable pages or scraps of paper- and marked up as 'Technical Log' with the aircraft registration.

Part 103.105 removes the requirement that this document be carried in the aircraft, but that was intended to cover the early microlight aircraft where there was no space or provision for carrying documents. Appropriate for basic open cockpit types, but if practical it makes sense to keep in a document pocket the aircraft- where you need it.

Using a Technical Log is simple-

- **Pre-flight** document inspection. Review the Technical Log for outstanding defects to help ascertain the airworthiness of the aircraft.
- **Post-inspection and post-flight.** Record any additional defects detected. The entry should be dated, state the defect and any supporting information, and signed by the pilot.

- **Maintenance time.** Mark the defect as 'cleared' once corrected. Date, action taken, and signed.

It is important that the state of any defect is obvious- whether it is OPEN or CLEARED. If you are using a notebook, it may be helpful to rule a horizontal line between each defect report, leaving space for the corrective action to be recorded and the status updated.

For example-

An **OPEN** defect:

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*23/5/2019 Left main tyre tread badly worn. Fred Bloggs.*

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A **CLEARED** defect:

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*23/5/2019 Left main tyre tread badly worn. Fred Bloggs.*

*27/5/2019 Tyre replaced. A.Mechanic **CLEARED***

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**...and now for some recreational reading and pics courtesy of Brian Greenwood...**



There were many special aircraft displaying at this year's airshow, but two of the stand-outs for me were both microlights. Gert van Kruiningen's awesome Bleriot XI replica, and the Chariots of Fire Fighter Collection Sopwith Scout (a.k.a. Pup) replica.

Motive power is a Velle M-5 radial engine, only a couple of decades younger than the original.

First flown by Evan Belworthy in January 2016, Gert's been modifying valve timing, carburation, exhaust system, and the propeller in the search for more power and thrust. It must have been very satisfying for Gert to see pilot Andrew Love do a good display at this year's air show.



Gert's a long-time member of the Canterbury Recreational Aircraft Club (CRAC) and his Bleriot has been a labour of love for many years. He's documented his story on his web site, [www.bleriotxi.com](http://www.bleriotxi.com), which is well worth a read about the development of this aircraft.

The set piece was a re-enactment of an early air race with the Pietenpol ZK-ABY, below right.

Congratulations to Gert, we look forward to seeing more of this beautiful Bleriot.

Lower photo, Andrew Love races past in the Bleriot







The Chariots of Fire Collection's Sopwith Scout replica was built in 1961 by Joe Pfeiffer in California. It was imported into New Zealand and refurbished by Antique Aero Engineering. First flight in NZ was in March 2012 by Simon Paul. The Scout was universally known by its unofficial nickname, "Pup".

The aircraft is painted in the colours of New Zealand ace Malcolm "Mac" McGregor, who liked his Scout so much he named it "Peggy" in honour of his sister. McGregor scored the first of XXXXX victories in A6192.

This year the engine was replaced with a 100 hp CAMS Gnome Rotary engine. CAMS, which stands for Classic Aero Machining Services, have meticulously engineered a Rotary engine suitable for this type of aircraft. They are a Blenheim-based business.

Tony Wytenburg, Owner and Engineer, tells me that they have sold quite a few now. I know of one going in to a Sopwith Camel currently being built in France. Apparently modern techniques allow higher horsepower units to be built too, so there's some development to be had from this engine.

For those who are unaware of the workings of the original rotary engine, the crankshaft was bolted to the firewall, and the entire crankcase rotated with the propeller. Although it was a developmental dead-end, it was surprisingly popular and had the advantage of keeping all cylinders evenly cooled.





As for the rest of the show, it was extremely enjoyable. Some of the stand-outs were the NZ Warbirds TVAL-built BE 2 (above) and the Bristol Scout (right). Both of these flew during the twilight show on Friday evening. There's a full report in the May-June RecWings (shameless plug, sorry!), <http://www.crac.co.nz/magazines>



Below, left to right, Beech 18; Avro Anson 1; DHC Chipmunk



Above left to right, three Spitfires (Marks IX, XIV, and Tr.9); the welcome return of the FW-190; and the Yak52's. Below, one of the two mighty RAAF F/A-18's flown by ex-RNZAF Skyhawk pilot Wing Commander Jason Easthope.





## Membership changes

Michael Adams	Coromandel Flying Club	Novice	FRTO
Samuel Tabak	Parakai Aviation Club	Novice	Joined
Elise McGregor	Wairarapa Aero Club	Novice	Joined
George Pirie	Matamata Aero Club	Advanced National	Upgrade
Peter Rix	Wairarapa Aero Club	Flight Instructor	Upgrade
Bruce Turner	Mercury Bay Aero Club	Novice	FRTO
Bruce Anderson	Gyrate Flying Club	Flight Instructor	Upgrade
Hugh Maxwell	Wairarapa Aero Club	Flight Instructor	Joined
Steven Wollenweber	Canterbury Recreational Aircraft Club	Advanced Local	Upgrade
Peter Bannister	Hawkes Bay and East Coast Aero Club	Novice	FRTO
Donald Weaver	Canterbury Recreational Aircraft Club	Novice	FRTO
Liam Wedlake	Canterbury Recreational Aircraft Club	Novice	FRTO
Arthur Warner	Gyrate Flying Club	Flight Instructor	Upgrade
John Field	Wairarapa Aero Club	Novice	Joined
Pietro Zugnoni	Canterbury Recreational Aircraft Club	Advanced National	Joined
Graeme Sturgeon	Coromandel Flying Club	Novice	Joined
Christopher Uruski	Wairarapa Aero Club	Novice	FRTO
John Camp	Canterbury Recreational Aircraft Club	Novice	FRTO
John Stokes	Parakai Aviation Club	Novice	Joined
Lloyd Bonnar	Gore Aero Club	Novice	Joined
Nathan Gunn	Fiordland Aero Club	Novice	Joined
Zane Lee	Canterbury Recreational Aircraft Club	Novice	Joined
Mark Cummins	Canterbury Recreational Aircraft Club	Novice	FRTO
David Stuart	Feilding Flying Club	Novice	Joined

# WAIRARAPA AERO CLUB

FLYING SINCE 1929



# 90<sup>th</sup>

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