



Recreational Pilot e-zine

Issue 150
February 2020



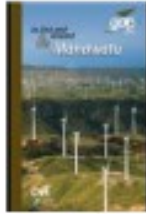
**RAANZ 2020
NATIONAL FLY-IN**
FRI - SUN 14-16 FEBRUARY

Hosted by
Feilding Flying Club
Manawatu Aviation Club.

Feilding Flying Club's
celebrating
20th Anniversary
as a RAANZ affiliated club

OPERATIONAL INFORMATION

For your information below are the AIP [Feilding - Aerodrome \(1\) & \(2\)](#) airfield charts. It is also recommended that you review the GAP booklet 'In Out and Around Manawatu' free download (click on the link)



<https://www.aviation.govt.nz/assets/publications/gaps/in-out-and-around-manawatu.pdf>

Some important pointers:

- Even though the published joining procedure recommends joining downwind or on base leg to aid traffic flow, it is advisable to do a Standard Overhead Re-join if you are unfamiliar with the airfield.
- A good lookout will be required as there will be significant traffic movements on these Rally dates with a mix of slower & fast aircraft. Some being NORDDO.
- Remember Feilding is 214ft AMSL. Circuit height 1100ft QNH. Overhead join 1500ft QNH
- Above 1500ft is controlled airspace and IFR aircraft such as ATR's and Dash 8's regularly descend to 2000ft on the way into Palmerston North.
- Check Notams <https://www.ifis.airways.co.nz/> and AIP supps
- Glider operations will take place from this airfield on weekends
- Caution the danger area D320 north of Colyton. There may be intensive model flying on Sunday up to 1500ft
- If arriving from the south via the OROUA T354 Transit Lane, remain strictly within the boundaries. i.e. between the OH and PM CTR airspace boundary and west of the Oroua river. Either side & above 1000 ft is controlled airspace.
- The grass area South of the sealed strip is available for use but caution as sheep may be grazing on this area.
- When approaching Feilding listen on 124.1 to determine runway in use.
- NZPM ATIS is available on 129.7
- NZFI webcam can be found at <http://nzfi.avmet.nz/>

Plan ahead and be prepared

Looking forward to seeing you

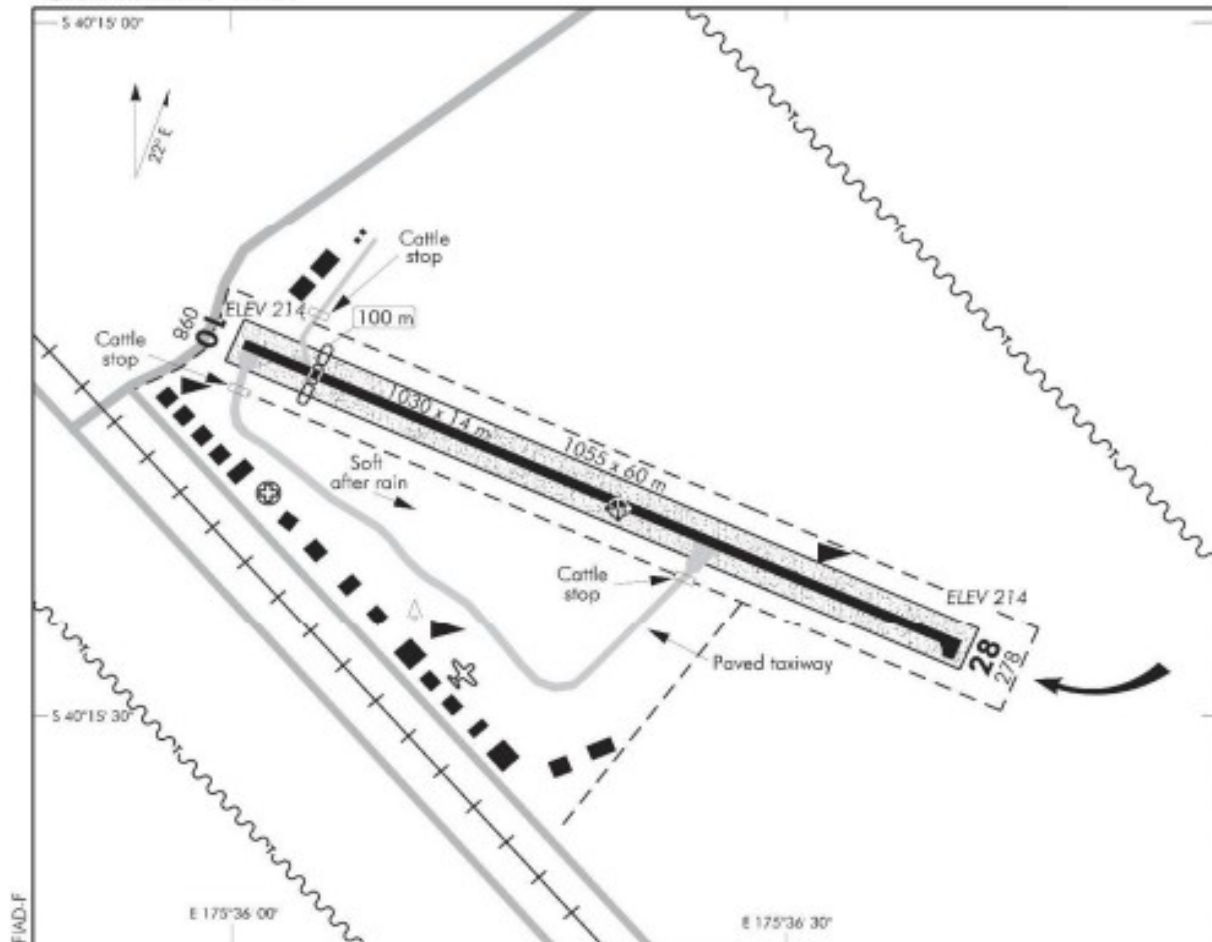


ELEV 214

NZFI

UNATTENDED: 124.1

NON-CERTIFICATED

**FEILDING
AERODROME (1)**

Changes from 5 FEB 15: Arr/Dep chart reference removed.

1. Circuit: RWY 10 — Left hand RWY 28 — Right hand
Circuit altitude — 1100 ft AMSL Joining altitude — 1500 ft AMSL

D

2. Arrival/Departure Procedures

The preferred method of joining is directly into the downwind or base leg, if this can be done without compromising aircraft in the circuit. If not then continue for an overhead rejoin.

Traffic departing to Palmerston North, refer Palmerston North VFR Arrival Procedures.

CAUTION: Arrival and Departure Traffic to/from Palmerston North. Transiting aircraft should remain clear of the Feilding aerodrome circuit.

3. RWY 28 — All landing aircraft must exit runway via western taxiway.
4. RWY 28 — Aircraft landing on RWY 28 must ensure that there is adequate spacing between aircraft. Spacing of 600 m is advised to allow for aircraft landing ahead to roll out and clear runway via western taxiway.

FEILDING AERODROME (2)

NON-CERTIFICATED

5. RWY 28 — Aircraft are permitted immediate take-off from 700m mark (i.e. eastern entrance to RWY 28) if another aircraft is back-tracking to 1000m threshold.
6. Holding area on threshold of RWY 28 to be used for turning only.
7. All run-up/pre-take-off checks to be done prior to entering RWY 10/28.
8. Surface away from RWY and TWY very soft when wet in winter.
9. Intensive gliding operations may take place particularly during weekends and public holidays.
10. Agricultural aircraft operate from the aerodrome from time to time, usually taking off on RWY 10 and landing on RWY 28. They approach and depart low level.
11. **CAUTION:** Flying by NORDO equipped microlight aircraft may take place at a maximum circuit altitude 600 ft AGL.

Non-Certificated Aerodrome 3 NM SE of Feilding

FEILDING

NZFI

OPERATIONAL DATA

RWY

RWY	SFC	Strength	Gp	Slope	ASDA	Take-off distance			LDG DIST
						1:20	1:30	1:40	
10 10	B	ESWL 3000	8 7	Nil		1030			930
28 28	B	ESWL 3000	7 8	Nil		930			1030

LIGHTING

PAL 124.1 Non-standard operation — transmit 4 pulses within 3 seconds.
PAL not monitored.

FACILITIES

Fuel: Z Energy Avgas 100, access via Z card
 Avgas 100, Carnet Card swipecard
 Jet A1 airfuels.com swipecard

Limited hangarage

Repairs

SUPPLEMENTARY

Operator: Feilding Aerodrome (Inc), Feilding
 Tel (027) 443 8371

Available for general use without the permission of the operator.

At Feilding:

Accommodation --

Limited beds available from members, be in quick. Call Stan 0210453801 to book.

Camping on the Airfield under your aircraft IS permitted, no charge.

Also <http://www.feilding.co.nz/accommodation.html>

For those not wishing to camp on the field, Feilding & Palmerston North offer a variety of accommodation.

The Feilding promotional website might be helpful to find accommodation

<http://www.feilding.co.nz/accommodation.html>

- On the airfield Z Energy Avgas and Jet A1 fuel is available using swipe card.
- Mogas will be available.
- Transport will be available.
- We expect to have trade displays from various Microlight agents and aviation related workshops

Program

(Subject to change due to factors beyond the control of the event organisers).

Friday 14th Feb

- Arrivals and registration.
- Local sightseeing flights.
- BBQ supper

Saturday 15th Feb

- Breakfast,
- Pilots briefing,
- Competitions,
- Other flights,
- Lunch,
- More competitions (both mental and aircraft)
- Saturday evening presentation dinner with guest speaker.

Sunday 16th Feb

- Breakfast and all other stuff not already covered on previous day.
- Departures.
- Anyone wishing to stay on or camp at the Club are very welcome
– Manawatu is a great place.

Included in your registration fee will be-

- Landing fees for the weekend.
- Shuttle service to and from your accommodation.
- Collection and delivery of other odds and ends as required.
- On the field all day tea, coffee, milk and sugar etc and a BBQ running much of the time.
- Local organised X country flying to suit all classes and types of aircraft (not too organised you understand) and the usual mandatory competitions.
- Spectacular scenery and good company.

NOTE

- Camping on the airfield under your aircraft IS permitted. No charge.
- All other accommodation will be the responsibility of the individual to arrange.

Registration Form.

Registrations. Email or post to.....

Stan Hyde
rshyde@xtra.co.nz
82A Derby St
Feilding 4702

Peter Kernohan
kernohan@actrix.co.nz
109 Paiaka Road
Levin 5575

If paying by Internet Banking

Account Name M A C
Account number 02-0628-0078073-00 (note: this the new bank number)
Box one: RAANZ
Box two: Your Name
Box three: Aircraft registration

Registrations will be accepted up to Saturday 15th Feb. (Post, email or any other method of delivery).

Name

Address

.....

Contact phone number or email address.....

Aircraft type.....and registration mark ZK-..... () POB.

Registration	\$ 35.00 pp	()	number attending.
Friday BBQ Tea	\$ 10.00 pp	()	
Saturday breakfast.	\$ 5.00 pp	()	
Saturday lunch – Subway	\$ 10.00 pp	()	delivered to field
Saturday Presentation Dinner	\$ 35.00 pp	()	
Sunday breakfast.	\$ 5.00 pp	()	

Amount enclosed \$

Number people attending. ()

(Please appreciate an event like this has initial fixed set up costs and overheads. Should the Fly-In be cancelled, due to weather all except the registration fee will be refunded)

Numbers for the presentation dinner MAY be limited after the 14th Feb deadline, so PLEASE register early.

PLEASE NOTE.

Saturday and Sunday breakfast is likely to include Toast and honey, vegemite, weetbix, stewed rhubarb and apple with cream, tea, coffee and maybe other goodies.

Early arrivals on Thursday and Friday will be fed and watered.

Note: Refer to the official RAANZ website for any updates to this event

<http://raanz.org.nz/wiki/pmwiki.php>

For further information contact

Manawatu Aviation Club Colin MacMillan 0274 515 817
Feilding Flying Club Stan Hyde 021 045 3801

Lastly this bit:

All events, planning and aircraft flights associated with the RAANZ 2020 Annual Rally based at or originating from Feilding Aerodrome or any other airfield are the sole responsibility of the pilot in command of the participating aircraft.

The Rally organising committee, or any private landowner or public airfield operator whose airfield, or land, pilots might use during events related to this fly-in will not accept liability for any incidents, accidents or damage of any nature during the course of this Fly-in event. This includes any other airfield or property not outlined above.

RAANZ database access and logging

The RAANZ database holds information (historical and current) on each member/pilot.

We treat each member record as owned by that member, with access restricted to those with a legitimate need to view or modify it, and log each access to the record.

Members

- Have access to your own record via the [myRAANZ](#) webpage.
- Can view all the information we hold on you- personal and contact details, password, pilot certificate details, exam results, contact log, followed by the database record for any aircraft listed against your member number.
- Can edit personal and contact details, but cannot modify your pilot certificate data.

Instructors/CAA

- Have access to any member record via the [CheckPilot](#) webpage.
- Can view personal and contact details, pilot certificate details, exam results, and contact log.
- Have read-only access and cannot modify any data.

RAANZ Admin

- Has access to any member record.
- Can view all member and aircraft data.
- Can modify all member and aircraft data

The **contact log** attached to your member record lists any access to it.

Contact log (since May 2011)

Date	Reason	Notes
2020-02-03	Member record viewed by:	Stuart Parker
2020-02-03	Member record viewed by:	Stuart Parker
2020-01-25	---	ITC testing
2020-01-17	Member record viewed by:	

When your record is viewed or updated, the contact log captures when/why/who. RAANZ admin is also notified by email of the event.

Instructors should ensure that any access to a member record is for legitimate purposes- no random surfing of the database- as all accesses are visible to the member concerned and RAANZ Admin.

Members have a right to question any apparently random or non-legitimate access to their record directly with the person involved.

Incident reports received

Apologies for the faint font- this is as received

Incident Details

Microlight type/model	CFM Shadow CD
Place of incident	Kaikoura Airfield Runway 05.
Other aircraft involved	Nil
Describe the incident	<p>On very late final after completing a 2nd circuit of the Kaikoura airfield, while attempting a short field landing on the 05 grass strip, I unintentionally allowed the aircraft main landing gear to strike the southern end of 05 threshold marker. The impact was sufficient to break a support strut and bend the undercarriage back. The aircraft continued on its path and touched down within meters on the damaged undercarriage. The nose wheel had cleared the runway marker.</p> <p>With the undercarriage bent rotated backwards but still attached, it supported the aircraft but enable the pusher prop to strike the ground. The aircraft slid approximately 40m in a straight line to a stop.</p> <p>Other than for my pride, there were no damage to the airfield nor injury to myself. I shut down all electrics and exited the aircraft.</p> <p>With the help of the local pilots we were able to drag the aircraft approximately 10m outside the landing perimeter.</p> <p>Kaikoura council, Wings over Whales personel and aeroclub representatives attended the accident.</p>
Describe the affect on safety	<p>The immediate safety issue was to inform any traffic of the incident, which was done by radio; to remove the aircraft from the grass landing area of the 05/23 runway, which was done, and to ensure all electrics were off as the lower tank fuel cock had broken off and fuel had leaked out onto dry grass.</p>
Remedial action taken	<p>A radio call was made to Kaikoura traffic informing them of the immediate runway obstruction. The aircraft was electrically secured and then moved clear of the 05/23 grass runway perimeter. As there was no injury other than pride, the aircraft was to be dismantalled with the wings removed ready for transport home.</p>
Corrective or preventive action recommendations	<p>To minimise this from reoccurring, it is up to me to allow more room for unexpected error above any obstruction at the threshold of any runway.</p> <p>Date of Incident 9th January 2020.</p>

Membership changes

Kevin Healey	Parakai Aviation Club	Senior Flight Instructor	ATO appointment
Anthony Marsden	Whangarei Flying Club	Advanced National	Upgrade
Taylor Moore	Geraldine Flying Group	Advanced National	Upgrade
John Scott	Canterbury Recreational Aircraft Club	Intermediate	Upgrade
Henry Coulter	Geraldine Flying Group	Advanced National	Upgrade
Peter Bourne	Feilding Flying Club	Novice	FRTO
Gary Purkiss	Bay of Islands Aero Club	Advanced National	Upgrade
Emma Lockie	Parakai Aviation Club	Novice	FRTO
Warwick Coombridge	Geraldine Flying Group	Advanced National	Joined
Shane Jones	Central Hawkes Bay Aero Club	Advanced Local	Upgrade
Peter Blaymires	NZ Autogyro Association	Advanced National	Upgrade
Yihua Lin	Bay of Islands Aero Club	Advanced National	Upgrade
Timothy Stahl	Geraldine Flying Group	Advanced National	Upgrade
Craig Bowyer	Wairarapa Aero Club	Advanced National	Joined
Glenn Thompson	Geraldine Flying Group	Advanced National	Joined
Julian Ulrich	Associate	Novice	Joined
Dale Gunn	Fiordland Aero Club	Novice	Joined
Geoff Goodger	Golden Bay Flying Club	Novice	Joined

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w: www.raanz.org.nz

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