



Peter Steers RV12 student build- all complete and test flown!

PEMET

Ian Boag/Feilding

At the recent National Fly-in I was quite surprised by the number of people who don't know about the plain language met page. I suppose I am blowing my own trumpet a bit here because I created it about 10 years ago.

We are privileged in the aviation world to have our very own version of pig-Latin. Imagine what life would be like if the TV forecast was done that way :-)

I was tired of gobbledy gook and UTC and all that. I did it because I could. There is no charge for using it. If you want to have a look - go to pemet.co.nz. Put in your Metflight login/password, pick an area (or areas) and read the result ...

3000	NW (320°) 15 kt		
5000	NW (320°) 15 kt	+13 °C	
7000	NW (310°) 15 kt	+10 °C	
10000	NW (320°) 10 kt	+6 °C	

WANGANUI

METAR NZWU 171830Z AUTO 04005KT 20KM NCD 19/17 Q1017
AUTO Report issued 18th 7:30am **Wind:** light northeasterly (040°) 5 kt **Visibility:** 20 km
Cloud (AGL): No cloud (auto) detected **Temperature:** 19°C **Dewpoint:** 17°C
QNH: 1017 hPa

TAF NZWU 171012Z 1711/1805 03005KT 20KM FEW020 BKN040 BECMG 1722/1800 6000 RA BECMG 1802/1804 20KM NSW 2000FT WIND 34015KT QNH MNM 1013 MAX 1022

Forecast issued 17th 11:midday **valid** from midnight to 6pm

Wind: light northeasterly (030°) 5 kt **Visibility:** 20 km

Cloud (AGL): few at 2000 ft - broken at 4000 ft

between 11am and 1pm becoming

Visibility: 6000 m **Weather:** rain

between 3pm and 5pm becoming

Visibility: 20 km **Weather:** no significant weather

2000 ft wind: northerly (340°) 15 kt

QNH: min/max 1013/1022

QNH: 1013

Incident report

Gordon Swan SAC Technical Officer

Engine Seizure in flight Homebuilt Sonex – Whangarei to Dargaville

Date: 11th Jan 2020

Aircraft Type: Homebuilt: Model Sonex, designed by Sonex Aviation.
Engine fitted to this aircraft is the Aerovee 80HP model.
Model: 2180 cc.

Type of flight: Private Operation

POB: 1

Injuries: Moderate/Serious

Flight Details: Aircraft took off from Whangarei on track to Dargaville and had a sudden engine shut down after 24 minutes of flight time. A forced landing was made resulting in a heavy impact with the ground and a ditch.

Damage: The Aerovee engine, had been virtually thrown from the aircraft on impact. It was only held by a side mount engine support tube and assorted wiring and tubing.

Oil lines to oil filter unit had sheared away at the oil filter attachment to the engine and the oil Filter housing was detached.

The Propeller had the lower of the non-rotating blades sheared away.

Crankcase lower protection plate had taken some of the impact and was distorted.

The fire wall was forced rearwards into the cockpit area and the fuselage section around the firewall was heavily distorted, floor section was bowed upward, forward of the wing box partition; which had also distorted to some degree, rear cockpit frame had also collapsed.

All cockpit structure showed some degree of distortion and misalignment.

Tail section also had damage as would be normal in this type of landing.

Both wings showed damage, and wing attachment areas were twisted and distorted.

Mounting points of the wings were twisted.

Findings: After investigation, a very large quantity of the engine oil had been dumped onto the ground before the aircraft went flying (this was after the pilot had completed his pre-flight checks) and had started his engine prior to Take-off.

This flight resulting in a complete Aerovee engine in-flight seizure.

The pilot would not have been aware of the oil left on the tarmac.

The cause was found to be the use of an aftermarket oil filter and very high oil pressure that can be achieved on the initial start and maybe a cold morning?

The Aerovee website holds numerous blogs of this same occurrence happening and I believe this type of incident has happened in NZ a few times.

The answer to the above is: **If you are going to use an aftermarket Oil Filter be very very careful! The appropriate and wise approach is to use the manufactures parts or gain their approval for the fitment of the alternate oil filter assemble.**

TOKOROA AND DISTRICTS AERO CLUB



Tokoroa Aero Club Annual Fly-in 2020



April 4th 2020, 10am onwards – Rain or Shine

All aircraft welcome

Hangars open for viewing

Planes, gyros, microlights, models, helicopters

Sealed and grass runways available

Light refreshments & drinks available for purchase

Note: Fuel not available at NZTO



Facebook.com/TokAeroClub



19 FEBRUARY 2020

SAFETY NOTICE

Pilots and operators of Bristell light sport aircraft (LSA) are strongly advised to avoid conducting any manoeuvre that may lead to an aerodynamic stall of the aircraft - either intentionally or unintentionally. This includes any flight training for stalls.

The manufacturer has previously declared to CASA that the Bristell LSA meets the applicable certification requirements for LSA.

Recent information received by CASA from the aircraft manufacturer shows that the aircraft may not meet the LSA standards as it does not appear to have been adequately tested (as required by the certification standards) for its ability to recover from spins.

Worldwide, a number of Bristell aircraft have been involved in fatal accidents following unrecovered spins.

Further investigation and discussion with the manufacturer is ongoing and an update will be provided as new information becomes available.

SAFETY ISSUES

Light Sport Aircraft are required to meet a range of international standards for certification. The manufacturer has declared that the aircraft meets the standards published by ASTM International. The standard (ASTM Standard F2245, section 4.5.9) specifies the spinning performance requirements, including the ability to recover from a spin.

CASA has been engaging with the aircraft manufacturer, BRM Aero which is based in the Czech Republic, seeking to confirm that the four variants presently operating in Australia meet the standard. We are concerned that contrary to the formal declarations made by the manufacturer, the aircraft may not have been adequately tested for compliance with the ASTM standard for spin recovery.

There have been several fatal accidents worldwide (including in Australia) where Bristell aircraft have entered a spin (including during stall flight training) and failed to recover.

BACKGROUND

Manufacturers of LSA (either registered with CASA or otherwise) are able to certify or make a self-declaration, that the aircraft meets accepted standards, such as the ASTM standards when making application to CASA for a special certificate of airworthiness (COA) as an LSA.

This scheme, which has been adopted internationally, lowers manufacturer compliance costs, reduces the time to bring a design to market, and enables a more timely response to design and technology change. It is less rigorous than schemes which require a manufacturer to hold a production certificate issued by a National Aviation Authority such as CASA, EASA, or the FAA.

BRM Aero has previously declared that the Bristell variants meet these standards, however, subsequent to investigations which followed a number of fatal accidents involving these aircraft the manufacturer has been unable to provide satisfactory evidence that the design is compliant with the requirements of the ASTM standards applicable to light sport aircraft.

FURTHER INFORMATION

CASA continues to engage with BRM Aero in relation to this issue and is considering a range of proportionate safety related actions designed to mitigate the identified safety risks and will provide more information as it becomes available.

Occurrence report- Aeroprakt Foxbat screen failure

Occurrence Description	<p>Aircraft Model and Manufacturer:Aeroprakt</p> <p>At approximately 15h50 on Sunday 23rd February 2020, while flying ZK-WCB, an Aeroprakt A32, I suffered an instantaneous and catastrophic windshield failure. This occurred around 5nM south of Mercer Airport at approximately 2400ft ASL. I was in straight and level flight at a cruise speed of approximately 105KIAS. The weather was fine with only slight turbulence and there was absolutely no prior warning. Immediately as this happened, my cap and headset were torn rearwards off my head but fortunately my sunglasses remained. The cockpit was filled with flying debris, charts, my jacket, cleaning cloths and various bits of paper and checklists. Within a few seconds, whatever was sucked outside brought the chaos in the cockpit to a milder level. The aircraft decelerated rapidly and pitched down around 25 degrees with an alarming rate of descent and deceleration to around 60KIAS of it's own accord. I immediately manipulated the controls to ascertain if I still had control or not and very quickly came to the conclusion that I still had control. At this stage, I was positioned over the swampy area to the east of Lake Waikare and I scoured the immediate vicinity for the most suitable place to land. There was no suitable place to safely land and with Mercer Airport dead ahead, I made the decision to press on. With full "up" trim and a fair amount of back-pressure on the yolk, it took full power to maintain my altitude of around 1500ft ASL and I still had full control around all 3 axis. I reached behind me to find my headset and put that on since I previously heard parachuting activity at Mercer. Once I had communicated with SBB, the jump aircraft, I communicated to them that I would like to arrive on a straight-in approach on RWY 27 since I had a problem. SBB communicated that they would hold off deploying the parachutists until after I had landed and also announced that I had vacated the active runway. After an uneventful landing, I announced my vacating RWY 27 in order for the parachuting operation to safely resume which they did.</p> <p>Damage sustained: Except for a few peripheral shards of plexiglass, the entire windshield broke up into many pieces, some remained in the aircraft but most disappeared overboard.</p> <p>A moulded part of plexiglass of the upper left part of the fuselage was also shattered. This conforms to the leading edge of the left wing and is part of one of the overhead storage receptacles where I would store small items. All of those items were evacuated out of the aircraft.</p> <p>Both doors appear to have been deformed.</p> <p>Both door latches and associated aircraft fuselage skin that forms part of the lower horizontal sill were severely deformed due to the sudden and intense rise in cockpit air pressure. 3 out of the 4 rivets (2 per side) had failed to hold the locking mechanism in place. Although the doors were straining at their latches and bulging outwards during flight after the occurrence, the latches fortunately kept them from opening. In flight, I could see a gap of around 40mm around both doors.</p>
Occurrence Type	Defect
Effect on Flight	Significant Loss Of Control/Performance
System Affected	Windshield
Part Manufacturer	Aeroprakt
Part Model	A32
TTIS Hours	298
Manufacturer Advised	Yes
Aircraft Damage Level	Substantial
Aircraft Disposal	Repair

RAANZ 2010 fly-in reports

Sarah Colliver/Feilding

The Raanz National Fly In has now been and gone and what a weekend!

It is the first time that I have been to any of these fly ins and I was thrown into the deep end, for, as CFI at Feilding flying Club, I was made responsible for the flying competitions.

Being me, I wanted to do what I could do to encourage as many people as possible to take part. Competitions are great fun but they also challenge you, test your metal etc. One of the ways I felt that I could do this was by giving students a chance to compete against each other instead of against pilots that have years of experience. These students are our club's future. Students would take part and be marked to the same standard as the other competitors but when sorting out placings, I separated the results into the two areas. We also decided to halve the hire cost of our aircraft to encourage our members to take part too. As a result those who took part felt that they could get wholly involved. One of our relatively new Advanced Local /passenger rated members took two students out to do the Navigation course. This wouldn't have happened if we hadn't made it accessible. I saw people bond over a passion for flying that weekend and it was wonderful to be a part of it all.

Another thing we did to encourage the next generation of pilots was to ask the local Air cadets to help. These amazing young people got stuck in and helped out on the grid marking the landing competitions. It was a long and very hot morning for them but they did it all with great enthusiasm. We thanked them by getting some of the instructors to take them up for a fly. One of them saw the M.A.C.'s Drifter and then the next thing we know Frank Vanderhulst is taking all 8 of them up for a fly! They were grinning ear from ear for a long time. I have included at the bottom, a picture of them and the letter that I found in my email box that night!

The whole weekend was a bit of a whirlwind for me, but it was wonderful meeting so many new people and forming that bond that only pilots can. I know that we, as a club, are really looking forward to next year and are already making plans to see how we can get as many of our members and students there.

Here is the list of competitions and trophy winners.

In the bombing -

- 1st - Frank Vanderhulst
- 2nd - Tracy Abblet
- 3rd - Bill Penman

In the Spot landing-

- 1st - Peter Rix
- 2nd- Pete Kernahan
- 3rd - Robert Harper -

Precision Circuit - Certificate holders (Advanced local and up)

- 1st - Bill Penman
- 2nd - Robert Bradnock - Sooty
- 3rd- Bradley Yorke

Precision Circuit - Students (novice and intermediate)

- 1st - Len Carney
- 2nd- Peter Bourne
- 3rd - Virginia Westerberg

(Seeing the marking of all the competitors - the standard was very high.)

Glide Approach - Certificate holders

- 1st - Bill Penman
- 2nd - Bradley York
- 3rd - David Scoby

Glide Approach - students

- 1st-Peter Bourne
- 2nd - Flemming Ravn
- 3rd- Len Carney

Preflight Competition

- 1st- Virginia Westerberg

Navigation Course.

- 1st - Brian Curry and Ian Boag
- 2nd - David Scoby and Robert Harper
- 3rd - Tony Unwin and Geoff ?

Student Nav-

- 1st - Peter Bourne and Sooty
- 2nd - Len Carney and Sooty

Most enthusiastic pilot -

- Robert Bradnock - Sooty

Kevin Ryan Memorial Trophy for excellence in Microlighting -

- Bradley Yorke

Bay of Plenty Flight Center Trophy for best maintained aircraft

- Reserve Champion - David Scobie ZK-JLE.

Tecnam Trophy for best maintained aircraft Supreme Champion -

- Duane Keenan, ZK-LPI

East Canterbury Aviation Trophy for best presented aircraft

- Supreme Champion - Wayne Richmond.- ZK-SNW

Feilding Flying Club Trophy for best Pre-Flight

- Virginia Westerberg.

The three trophies for best maintained and present aircraft were judged by taking into account the age of the aircraft, how well they was presented on the day and the maintenance history of the chosen aircraft by discretely chatting to the owners and their friends. All aircraft chosen were older machines that clearly showed a high level of maintenance and attention to detail.



Hello, let me introduce myself, my name is Robert but most people know me as “Sooty” and I am a student pilot and member of the Feilding Flying Club. I currently hold an intermediate licence with local cross country and passenger rating and working my way towards a national cross country rating.

We recently hosted the RAANZ national fly-in with the Manawatu Aviation Club on 14-16 February 2020.

This was my first time at a national fly-in, and as a student I was not sure what to expect or how these worked. So I started to ask questions and the more questions I asked the scary it all sounded. As I mentioned, I am a low hour student pilot so the idea of competitions with other more skilled pilots was overwhelming. In fact, I was not sure that I was even going to give it a go. But after talking with our CFI Sarah Colliver, she said “Just do it, what have you got to lose? You know how to fly, just have fun and enjoy.”

So with Sarah’s words of encouragement I took on the challenges and put my name down for all the competitions. While doing so, I saw a few of the other students from the club putting their names down which was so amazing, but they stopped at the navigation one, as one of them had not gone solo yet and the other had not done cross country. So we talked to Sarah and asked how we could work around this. Well Sarah replied with, team up... So that is just what we did, as I have a passenger rating I could take them and they could do the navigation. All the other competitions they could do with one of our friendly instructors. So we were all set and off we went taking to the sky and doing it. What a feeling of empowerment, low hour pilot students, highly skilled pilots with hundreds of hours all taking part in something WE ALL LOVE.

On the day, the ground crew ran the weekend like a well-oiled radial engine. The communication between planes in the air and on the ground was seamless. Safety was priority number one and we are pleased to say there were no incidents at all. The hospitality was fantastic and the dinner on Saturday night was a lot of fun and the food was delicious!

So this brings us to the students... I am pleased to say we did our club proud and did ourselves proud with winning a few certificates.... And yes even I did ok on this front coming second to Bill Penman in the precision circuit. Did I mention I am a low hour pilot? And Bill, well he is a man with hundreds of hours. So I think I am heading in the right direction to being an ok pilot. I am not sure how to write the feelings I had that day but I can tell you that the Feilding Flying Club students held their own in the sky and on the ground. Well done to everyone involved in the RAANZ fly-in 2020.



From left to right: Pete Bourne, Sooty, Len Carney

Membership changes

Ray Corbett	Canterbury Recreational Aircraft Club	Advanced National	Upgrade
Gavin Waite	Manawatu Aviation Club	Novice	Joined
Bruce Turner	Mercury Bay Aero Club	Advanced Local	Upgrade
Benjamin Lewis	Canterbury Recreational Aircraft Club	Novice	Joined
Jean-Paul Lassale	Gyrate Flying Club	Advanced National	Upgrade
Jason Tassell	Parakai Aviation Club	Advanced National	Upgrade
Andrew Turner	Canterbury Recreational Aircraft Club	Advanced Local	Upgrade
Neil McLachlan	Geraldine Flying Group	Advanced National	Upgrade
Patrick Grant	Wairarapa Aero Club	Novice	Exam
Julian Thornton	Waikato Microlight Club	Flight Instructor	Upgrade
Terry Easthope	Golden Bay Flying Club	Advanced National	Joined
William Leipnik	Feilding Flying Club	Novice	Joined
Roger Gibbs	Associate	Advanced National	Joined
Lindsay MacDougall	Canterbury Recreational Aircraft Club	Novice	Joined
Mark Hinton	Wairarapa Aero Club	Novice	Joined
Danika Jane Holland	Bay of Islands Aero Club	Novice	Joined
Christopher Wade	Mercury Bay Aero Club	Advanced Local	Joined
Paul Hyde-Smith	Canterbury Recreational Aircraft Club	Novice	Joined
Cornelius De Bruyn	Feilding Flying Club	Novice	Joined

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