RAANZ
Recreational Pilot e-zine
Issue 162
June 2021

RAANZ 2021 Roadshows

The Parakai and Kerikeri roadshows were successfully completed with 20-30 attending at each despite the weather.
One more to go at Matamata in August- the date still to be confirmed.
On completion we will post copies of the presentation material (and video?) on the website for general reference.
A big thankyou to those who prepared, presented, hosted and attended- a lot of time and expense goes into running these roadshows, but they are well received by those attending.

- **Matamata** Airfield Saturday August ??? 1000-1400

NZ airfields database

Steve De Grey/Feilding

New Zealand has many private airstrips which can often be seen when flying cross-countries. However, I have struggled to find a list of these strips. There are a few web sites (such as http://www.westaucklandairport.co.nz/airfields.shtml) that may have a list of local strips but not a nation-wide list and the AIP (www.aip.net.nz) only lists the published strips.

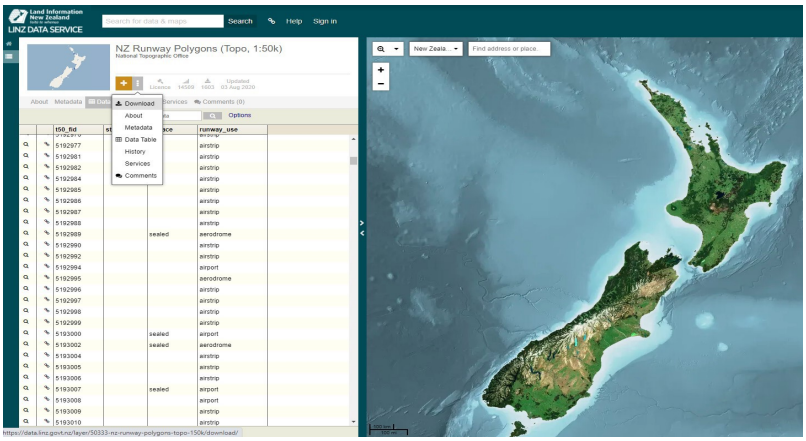
Frank van der Hulst and Ian Boag suggested going to the Land Information New Zealand (LINZ) web site which collates this information. This is free to access and lists various land classes, uses and ownership. Here you can search for airstrips, and although this is not exhaustive, it is the most complete list I have found.
As of October 2020: database was last updated two months previous. It lists 49 airports, 69 aerodromes and 3036 airstrips. What this search will not do is state the usability of the strip (is it in good repair).

Although you have to obtain permission from the owner to use these strips, knowledge of their whereabouts is an additional piece-of-mind when it comes to planning cross-countries, places where a precautionary landing could be made if the need arose.

The details on how to obtain information on these airstrips is below:

Go to https://data.linz.govt.nz
In the search box type '**runway**'
Click on **NZ Runway Polygons (Topo 1:50k)**
Click on the three verticals dots by the **plus** sign
Click on '**download**'
Click on '**Google Earth (KML)**' or required download format
Click on '**accept terms and create download**'
Enter your email address and other details to create an account with **Koordinates ID**
Check your email to see when your download is ready
Click on that link to save it to your computer.

You can now import the file into Google Earth or your EFB. I have it running on AvPlan EFB under ‘additional overlays’.



The LINZ data is distributed under Creative Commons Attribution 4.0 International, Land Information New Zealand. Thanks to Ian Boag and Frank van der Hulst for their assistance in accessing this data.

ADS-B deadline

Scott Griffith/CAA

I’m pleased to pass on the news that the Minister of Transport has signed the ADS-B Rule that includes **extension of the implementation date for ADS-B OUT in all Controlled Airspace by one year to 31 December 2022**. This is very good news as it will allow sufficient time for the safe transition to the new ATS system in terms of numbers of aircraft equipped with ADS-B OUT. However, our messaging from NSS very much remains equip asap to avoid workshop capacity issues in the months leading up to the mandate.

Incident reports

Check this box if you agree to the information below being published

Incident Details

Microlight type/model	Ran S6
Place of incident	NZYP
Other aircraft involved	
Describe the incident	approx 3 minutes after takeoff and approx 2 NM south of NZYP at a height of approx 700ft AGL, the engine siezed and a sucessful forced landing carried out with no further damage or injuries. Had investigated a previous oil pressure fluctuation and with the temporary fitting of a calibrated direct reading gauge, were satisfied that the problem was the oil pressure sender delivering intermittant erroneous information. After the incident it was discovered that the oil line leading from the oil cooler to the oil pump (suction line) was loose and was likely sucking air, leading to the fluctuating readings and susequent failure
Describe the affect on safety	safety issues affecting you or others (2000 char max)
Remedial action taken	what you did to resolve it (2000 char max)
Corrective or preventive action recommendations	More regular checks of fittings, clips and clamps during periodic maintenance

Incident Details

Microlight type/model	Mosquito XE285 Helicopter
Place of incident	1mile east of KihiKihi
Other aircraft involved	Nil
Describe the incident	31/1/2021 - During straight and level flight tracking from SE towards Te Awamutu airfield at 500ft AGL engine stopped without warning. Entered autorotation, recovered rotor rpm and turned LH into expected wind direction. Picked empty paddock to aim for landing. On landing groundspeed was reduced to 0, but aircraft did yaw slightly left and touchdown was too firm and RH skid bent on landing. Immediately shut off fuel pumps, could not see any reason for engine stopping on instruments. Visual inspection around engine did not show anything wrong. Yet to diagnose reason for engine stoppage. When trying restart on ground engine started but idled abnormal for approx 30-45 seconds before returning to normal running.
Describe the affect on safety	safety issues affecting you or others (2000 char max)
Remedial action taken	Yet to diagnose reason for engine stoppage.
Corrective or preventive action recommendations	Yet to diagnose reason for engine stoppage.

ZK-MXX anyone?

From Kevin Purchas/kevin.purchas@xtra.co.nz

I was wondering if any of your members had a photo of Quicksilver ZK-MXX ?
It belonged to the late Rod mark of Foxton.
I helped out at Foxton (Pinepark) airfield in the 1990s and Rod took me for a flight in it.

RAANZ 2021 National Fly-in

Makho Moyo/Feilding

Hello everyone, I'm Makho, one of the intermediate students at the Feilding Flying Club and I have been asked to write a few words about the recent RAANZ fly-in held in Waipuk.

You might be asking yourself why a random, hardly known student pilot is writing to you about a fly-in, I had the exact same thought when I was asked. I however quickly realized I represent a group of new, low-hour pilots that are trying to enter the aviation scene intent on keeping the passion alive. Students trying to enter a scene dominated by skilled, well accomplished, and confident pilots who have hundreds and some thousands of flying hours under their belts. It's all very daunting, and scary, which can make student pilots shy away from participating in large events or competitions. The recent fly-in, however, has shorn a new light into the aviation community and filled me with confidence that students like me have absolutely nothing to worry about!

As we sat enjoying a beautiful spit-roasted lamb for dinner on the Friday night, I engaged in conversations with several pilots to gauge what to expect from the competitions the next day. The more they spoke, the more anxious and scared I got, but everyone I spoke to was reassuring and very supportive, which made me also very excited to give it a go.

When Saturday morning rolled around and the competitions kicked off, I jumped in an aircraft with one of our instructors Walter and took off on a navigation challenge. Being so nervous and overwhelmed I quickly got a bit lost and panicky, but Walter eased me back on track and showed me the ropes. Soon enough I was navigating confidently, the nerves had shed off and I was having an absolute blast!

As we made our way around the course and found the several landing strips, Walter demonstrated landing on what I would consider challenging strips and then handed the reins over to me. Having only ever taken off and landed at the local airfield in Feilding (and in DV and YP only the day before), I was filled with cautious adrenaline as I lined up for the strip and set up for a short-field landing. I made the landing on the first attempt (fairly smoothly) and managed to land on a different strip too all with minimal input from Walter which was a huge confidence booster. Nothing beats the rush of nailing your first grass strip landing alongside pilots who have been flying for years!

Took us a bit longer than most to complete the navigation challenge but I figure it is far more important to build your confidence and have lots of fun than to be competitive. When we made our way back to the airfield, I eagerly gave the spot landing competitions a go and although I wasn't as precise as the more skilled pilots out there, I did far better than I thought I would which boosted my confidence even more.

Getting back on the ground and debriefing with other pilots was just as invaluable as I got to hear the perspectives of different pilots with different flying styles and learned a few tips and tricks on how to do better next time. I couldn't believe just how much fun it had been and how encouraging and helpful everyone was. The camaraderie and social atmosphere just made us newer pilots feel so much more relaxed and welcomed. Not to mention the hospitality from the Waipuk crew who fed us delicious food and made us all feel very much at home.

I really look forward to the next fly-in, and if you're a newer pilot, or just feel anxious about fly-ins or competitions, I highly encourage you to get amongst it and give it a go! I can guarantee you will have more fun than you think you will and you will walk away a much more confident pilot because of it

Defect report – Xenon gyro ZK-XJE

May 19, 2021

This report describes broken tail booms on this gyro.

Xenon boom attachment

Tailbooms on the Xenon are tubes of anodised 65mm OD aluminium alloy tubing. The booms are a tight fit into internal fibreglass pockets in the fuselage. The second picture above shows the location and length of the boom mounting pocket.

There are two retaining bolts toward the back end of the fibreglass pocket. These bolts are also part of the undercarriage attachment.

The first picture - taken from underneath - shows the heads of the two bolts and the strap which is part of the undercarriage location. The second picture is inside the fuselage showing the fiberglass mounting pocket and the two fixing bolts just inside the rear of the fuselage.

These pictures were taken after the repair.

Defect details

Inspection of the tail revealed that the left side boom (looking forward) had a significant droop. After removing the horizontal stabilizer, it was found that the boom also had significant up and down movement.

The fixing bolts were removed so we could extract the boom to see if the problem was the boom or the mounting tube. The boom was a tight fit in the tube – extracting it required both twisting and pulling. When the first (top) bolt hole appeared there was an obvious circumferential crack which had propagated for about 70% of the circumference. The boom broke from the further twisting required to extract it.

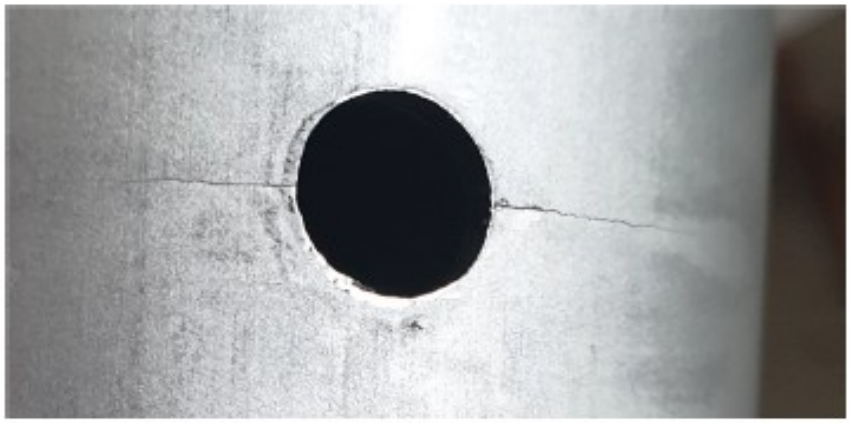
The picture above shows the stub extracted from the fuselage tube. The crack has propagated from the top bolt hole.

The picture to the left shows the break. The black edging shows the extent of the propagated crack. The rest of the break came from force applied to extract the stub

Examination of the fuselage pocket did not show any damage.

Two new boom tubes were procured from the manufacturer. The LH tube was replaced and the stabilizer/control cables etc attached. The new boom has no movement.

It was felt prudent to check the RH boom as well, although it showed no signs of movement. We extracted it and found a (smaller) crack in the same place. Also the bolt hole showed some elongation. We replaced the RH boom using the same procedures as the LH boom.



RH boom top back bolt hole

Comments

XJE is about 15 years old and has flown about 400 hours with three owners.

For as long as I have owned it (4 years) I have pushed it around by leaning on the horizontal stabilizer to lift the nosewheel then pushing it with the nosewheel off the ground. This places a considerable load on the top back boom bolt/hole and may have some bearing on why both booms cracked at this point. I do not know if previous owners also moved the aircraft the same way.

Membership changes

Glenn McIntosh	Gyrate Flying Club	Intermediate	Upgrade
Peter Avery	Gyrate Flying Club	Senior Flight Instructor	Upgrade
Larry Sutherland	Bay of Islands Aero Club	Advanced National	---
Ali Shokri	Waikato Microlight Club	Advanced Local	Upgrade
Michael Godfrey	Canterbury Recreational Aircraft Club	Advanced Local	Upgrade
Julian Thornton	Waikato Microlight Club	Senior Flight Instructor	Upgrade
Andrew Simpson	Wairarapa Aero Club	Advanced Local	Upgrade
James Gell	Parakai Aviation Club	Intermediate	Upgrade
Christopher Ewing	Associate	Novice	Exam
Brent Robertson	Canterbury Recreational Aircraft Club	Advanced Local	Upgrade
Yinong Jiang	Canterbury Recreational Aircraft Club	Novice	Exam
Michael Eadie	Parakai Aviation Club	Novice	Joined
Douglas Wallace	North Otago Aero Club	Novice	Exam
Jesper Reinink	West Coast Microlight Club	not issued	Exam
Christopher Webb	Canterbury Recreational Aircraft Club	Novice	Exam
Edward Last	Golden Bay Flying Club	Advanced National	Joined
Richard Prentice	Bay of Islands Aero Club	Novice	Joined
Mark Ian Mackay Thompson	Matamata Aero Club	Novice	Joined
Laurence Greig	Bay of Islands Aero Club	Novice	Joined
James Andreae	Mercury Bay Aero Club	Novice	Joined
Wayne Genet	Canterbury Recreational Aircraft Club	Novice	Exam
Buddhi Heenatigala	Canterbury Recreational Aircraft Club	Novice	Joined
Mathew Conner	Stratford Sport Fliers Club	Advanced National	Joined
Ross Copland	Wairarapa Aero Club	Novice	Joined
Robert Brice	Canterbury Recreational Aircraft Club	Novice	---
Ilona Hamer	Hawkes Bay and East Coast Aero Club	Novice	Joined
Shaun ONeill	Associate	Novice	Joined
Roscoe Taggart	Canterbury Recreational Aircraft Club	Novice	Joined
David Rea	Canterbury Recreational Aircraft Club	Novice	Joined
Samuel Milne	Associate	Novice	Joined
Stephen Morgan	Canterbury Recreational Aircraft Club	Novice	Joined
Bob Shearing	Associate	not issued	Exam
Ian Hill	Canterbury Recreational Aircraft Club	Novice	Joined
Bevan Washer	Stratford Sport Fliers Club	Novice	Joined

Flight Instructor Code of Conduct

Commitment to the aviation system

We maintain public confidence in the aviation profession by:

- demonstrating a commitment to providing high-quality and effective teaching
- engaging in professional, respectful and collaborative relationships with colleagues and students
- demonstrating a high standard of professional behaviour and integrity
- training pilots not just teaching people to fly.

Commitment to trainee pilots

We work in the best interests of trainee pilots by:

- providing quality training
- promoting safety
- engaging in ethical and professional relationships with trainee pilots that respect professional and social boundaries, and considering them as key clients
- respecting the diversity of the heritage, language, identity and culture of all trainee pilots.

Commitment to society

We respect a trusted role in society and the influence exercised in shaping futures by:

- promoting aviation to the next generation - fostering dreams of aspiring pilots
- upholding standards
- training quality pilots
- fostering trainee pilots to be active participants in community life and engaged in issues important to the social, economic and environmental well-being of society.

Examples of standards

Commitment to the aviation system

We maintain public confidence in the aviation profession by:

Demonstrating a commitment to providing high-quality and effective teaching	
Behaviour that shows commitment	• Being willing to review and modify procedures and to challenge normal practices when necessary. • Being able to deliver the whole curriculum and be willing to deliver subjects outside your specialist field
Behaviour that doesn't show commitment	• Approving lessons when you know further work is required. • Signing out students for flights when you know the conditions are marginal or unsafe
Engaging in professional, respectful, and collaborative relationships with colleagues and students	
Behaviour that shows commitment	• Sharing knowledge • Being approachable • Working together as a team
Behaviour that doesn't show commitment	• Not leading by example • Not addressing problems • Not contributing to the team
Demonstrating a high standard of professional behaviour and integrity	
Behaviour that shows commitment	• Upholding values – being a role model • Leading by example • Showing respect to everyone
Behaviour that doesn't show commitment	• Not exercising good judgement or common sense • Not being on board with procedure • Talking negatively about your team-mates
Training pilots not just teaching people to fly	
Behaviour that shows commitment	• Continuing to develop consistent skills – making their weak area their strong area • Taking the time to explain why, not 'just because'
Behaviour that doesn't show commitment	• Doing only the bare minimum of what's required • Not checking that logbooks and paperwork are ready before a flight test

Commitment to trainee pilots

We work in the best interests of pilots by:

Providing quality training	
Behaviour that shows commitment	• Always teaching to the same high standards (leading by example) • Being on time and sticking to the values • Helping struggling students with theory subjects and practical piloting skills
Behaviour that doesn't show commitment	• Not demonstrating good airmanship • Being unapproachable • Putting your interests before students • Behaving unsafely
Promoting safety	
Behaviour that shows commitment	• Making sure students are using "I am Safe" and following this yourself • Filing safety reports as a matter of urgency
Behaviour that doesn't show commitment	• Being reckless and not mentally aware • Not reporting incidents so as to avoid possible • repercussions
Engaging in ethical and professional relationships with trainee pilots that respect professional boundaries, and considering them as key clients	
Behaviour that shows commitment	• Treating them like a customer and always being willing to listen • Respecting personal space and maintaining appropriate social boundaries
Behaviour that doesn't show commitment	• Not showing good role modelling. "Do as I say, not as I do" • Knowingly putting yourself or a student in a compromising position professionally or socially
Respecting the diversity of the heritage, language, identity, and culture of all trainee pilots	
Behaviour that shows commitment	• Communicating and showing empathy with the student • Treat students with respect and as an equal • Being patient in listening and communicating to ensure the student understands
Behaviour that doesn't show commitment	• Not listening • Being unwilling to adapt and learn • Not respecting the learning style of different cultures

Commitment to society

We respect a trusted role in society and the influence exercised in shaping futures by:

Promoting aviation to the next generation – fostering dreams of aspiring pilots	
Behaviour that shows commitment	• Being approachable and answering questions from the public • Shining a safe, positive light on social media • Explaining the options of training
Behaviour that doesn't show commitment	• Negative talk about the future of the industry • Not behaving appropriately in front of students and peers • Making the industry feel out of reach
Upholding standards	
Behaviour that shows commitment	• Following all relevant values • Acting appropriately, even when no-one is looking
Behaviour that doesn't show commitment	• Behaving badly when representing your organisation • Knowingly putting yourself or others at risk
Training quality pilots	
Behaviour that shows commitment	• Training students safely through standardised training • Professionalism and on time performance • Being professional and on time
Behaviour that doesn't show commitment	• Willingly breaking the rules • Not following SOPs • Poor role modelling and not leading by example
Fostering trainee pilots to be active participants in community life and engaged in issues important to the social, economic and environmental wellbeing of society	
Behaviour that shows commitment	• Supporting students' participation in the community • Promoting an understanding of cultural practices • Helping students understand both the local and New Zealand's culture
Behaviour that doesn't show commitment	• Being culturally insensitive • Voicing negative opinions • Not being an active member of society, and not getting involved when asked to