

June 2022

# RAANZ RECIPILOT



## OVERVIEW

## WELCOME TO THE JUNE RECIPILOT ISSUE

A great edition that showcases lots of cool stuff and about.

Lots of photos and content to read through so enjoy, and don't forget to send anything you think is work putting in the newsletter to [audit@raanz.org.nz](mailto:audit@raanz.org.nz)

From the President.....	1
From the Operations Manager .....	2
Out And About.....	3
Incidents.....	7
Membership Changes .....	8



## From The President

“See something – say something” is a phrase that is used from the US Air Force, Aged Care homes, and of course Aeroclubs. We all know of incidents that could have been prevented if someone had spoken up. Whether that be as simple as noticing a seat belt strap hanging out of a door, right through to unsafe flying – keeping quiet can result in a variety of unwanted outcomes.

RAANZ wants to promote a culture that encourages anyone, at any time, to raise any aviation related safety concern to the appropriate authority without fear of disclosure or recrimination. This is important to encourage an environment where promoting flight safety is always paramount. That authority will change depending on the circumstances. It may simply be the PIC, or it might be the Aeroclub or Airfield Safety Officer, RAANZ or the CAA.

This culture requires that all of us respond appropriately when an issue may be raised that involves us. The rules we have in place are there to protect both us as aviators, our passengers, and the general public. Getting angry that the issue was raised and threatening recriminations, is not helpful. It creates an environment where people become reluctant to raise concerns, and this is dangerous for all of us. Work with the authority to ensure a satisfactory outcome that improves safety for everyone, and helps us keep our great microlight environment secure.

## From The Operations Manager

Rodger Ward | 0274932943



Tenerife 27 March 1977, unfortunately, saw the world's worst aviation disaster. Two Boeing 747's collided on the runway killing 583 people. One was taking off into fog while one was backtracking on the runway.

The investigation into the disaster uncovered a multitude of factors leading up to the event on that day. Such as;

- Aircraft diversions/schedule disruptions
- Fog / low cloud / fluctuating visibility
- Non-standard radio communication.
- An Airport that was not used to handling lots of traffic.
- A severe command gradient in the cockpit of one aircraft. A Captain who did not listen to concerns being raised. Brake release and throttle advance before the ATC clearance is read back.
- Pressure to get airborne due to duty time limits.

Aviation safety and culture was changed immensely for the better as a result of the investigation.

Quite often prior to this event, most aircraft accidents were put down to “ pilot error “ ie the pilot stuffed up, easy, end of story.

# From The Operations Manager

Rodger Ward | 0274932943

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Yes, the pilot is the last link in the chain but there is always a chain of events gradually getting worse before the big bang. Quite often there are many links in the chain and many people involved who have the ability to stop the chain of events along the way.

One of our big jobs as aviators is to notice these small events, speak up and act to break the chain.

Another big job we have is to listen to the advice being offered or concerns being raised.

Our reporting system is one way we can act to break the chain of events.

We have recently received two reports where pressure to get airborne and pre occupation led to unusual events. These unusual events created no harm but could well have.

One was a departure from a position between a taxiway and the runway. The area was rough but the aircraft handled the ground ok. An obstruction was noticed ahead of the aircraft and a decision was made to continue the takeoff after considering that there was not enough distance to stop.

The pilot had heard other aircraft in the circuit but could not sight them and as a result rushed the takeoff to stay ahead of the traffic.

The second involved an aircraft taxiing out with the intention of executing some consolidation circuits in a new aircraft type in which the pilot had been checked out in earlier that day.

In the period between the checkout and the consolidation circuits the wind had changed 180 degrees. The aircraft departed on the new correct runway.

The radio appeared very quiet considering there were other aircraft around. After a short period of time the pilot ascertained the radio volume was set at an inappropriate very low level. This was corrected and several circuits were completed but on some of these the pilot gave position reports based on the runway they had used earlier in the day. The low radio volume and incorrect runway calls did not result in an adverse event but did cause some confusion for other traffic.

The pilot advised they were preoccupied with the new aircraft and some of their normal operating techniques were bypassed.

It is essential that you do not put pressure on yourself to get something done especially if you are in a new environment. Staying on the ground and taking a breather sometimes is a mighty fine option.

We are not on a war footing.





## Tail Wheeling

*By Brian Greenwood*

After a few club-room chats I decided to have a go at getting my tail wheel rating. From the little I understand (only about 15% sinks in these days) those who survive the process generally end up being better pilots – and that would not do me any harm.

Naturally I watched a lot of online videos, there's plenty of scare factor there if you're after it – the number of times I have seen that Stearman ground-looping...!

These are my first impressions after ONE lesson – do not take this as instruction, advice, or even common sense.

We're incredibly lucky to have some well-skilled and rated instructors and an aircraft sometimes available for tail-wheel training – in my case I was able to cadge a lift on the near-new Karatoo, ZK-KTW.

Scott James provided the Instruction. First impressions of KTW – she's a bit bigger and more comfortable than the Rans or Tecnams, and beautifully finished. Every seam is perfect and, with only 200 hours on it, everything is tidy and clean. The view over the nose is very good compared to other tail-wheel aircraft I have been in.

After the pre-flight and start up, the first order is taxiing practice. Having the tailwheel on a long arm behind the C of G means that you have to be aware that it will swing out some way behind your position – potentially hitting any ground obstacles carelessly left in the way (marker boards, small orphanages, etc). Taxiing requires a different path to tricycle aircraft.

# OUT AND ABOUT

## Tail Wheeling

*By Brian Greenwood*

Turning left seemed easy, but for some reason I had trouble turning right at first – sometimes a trickle of power helped in that direction, and next time I will definitely take a child booster seat for me!

One thing I'd never really thought about, a tail-wheel aircraft is already pointing in the correct direction to take off. In this case there is no requirement to rotate, just fly the aircraft off the ground. I have seen other tail-wheel aircraft lift the tail during the take-off run and rotate so I guess the aircraft, environment, and pilot preference dictate this.

Once in the air there is no discernible difference to a tricycle undercarriage aircraft, but KTW with her 100hp Rotax is utterly charming to fly. Even two up she wanted to keep climbing, I had trouble trimming her to straight and level. Maybe it was something to do with not having flown for.... quite some time.

Landings were fun (truly) and three-pointing it seems naturally easy.

Keeping it straight on the roll out, however... let's just say I was super pleased to have Scott on board (no accusations of "ballast" here!). That damned tail is like a dance partner who always wants to lead.

I was reactive and the nose wandered left and right. It reminded me of kids in the 1960s, learning to ride a bike - wobbling all over the place and yelling "don't let go, Dad!". Dad, in the meantime, had let go and was leaning on the shed quietly lighting a roll-up.

Thankfully our instructors don't smoke and don't let go so easily.

We did the best part of an hour and it was thoroughly enjoyable. I can see that I could probably get there, with a lot of patience and training, and it's definitely going to improve my skills along the way.

I'd absolutely encourage anyone who would like a new challenge and learn new skills to give it a go.





# OUT AND ABOUT

## Living The Dream

By Malcom Swanson | 0274 573295

All my life I have had a dream of living on an airstrip. After living at Lora Gorge (near Winton) on a lifestyle block with a less than ideal air strip for nearly 20 years my wife and I retired to Te Anau 7 years ago. And then 18mths ago we came across a piece of land for sale just 4km from Te Anau that was an ex Lands and Survey airstrip.

We sold our house in town – took the plunge and bought this 16ha's of land. It meant living in a caravan for the first winter before we were able to buy a 3 bedroom bungalow and get it set up with the help of Pam York (Bradley's wife) from Scobie's Transport, which turned out to be a very hassle free exercise. There was one good shed on the property which is my workshop where I repair and sell SH microlight parts and engines and a sliding roof Super shed which became a hanger. With only one fence on the property we needed more fencing, more sheds and roadways. It has been a mission to get to where we are in just 18 months especially for an old bloke pushing 75 yrs and an amputee to boot.

But with the help of generous friends like George Taylor putting in a roadway and other friends and family helping on other projects we are all but done.

My wife has done a good job with the gardens and is a great coffee and scone maker.

Donald Preston erected a 40x40 hanger for his 3 planes (2 Pulsars and a Bantam and my lightwing). We have nearly finished some flyers' accommodation and amenities.

The property is 4 km from Te Anau and 14 km from the Manapouri Airport. All microlights and tin tops are welcome.

Just make a quick phone call and I will make sure our little dogs aren't on the strip or else you can just buzz the strip and we will know you are coming in.

*L31B Ramparts Road Te Anau*

*45 deg ,26 min , 36 sec , South*

*167 deg , 46 min , 36 sec , South*

*Rwy 11 & 29 - 650m strip/Alt 1000ft*



# OUT AND ABOUT

## Feilding Flying Club

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Awesome pic of father Len (right) and son Toa(left) At the recent Dannivirke Dawn Raid. Both are students at the Feilding Flying Club with Len being an advanced local student, taking his son as his first passenger after getting passenger rated.

## Hauraki Aero Club

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By Geoff Furkert | 021 833 044

Below is an Internet link for an online weather station based at the Thames Airfield. This current information will be invaluable to Pilots planning to visit us.

[Personal Weather Station Dashboard | Weather Underground \(wunderground.com\)](#)

Please promote this link wherever possible

Very many thanks.



# Incidents

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## Microlight type/model

Just Aircraft Super STOL

## Place of incident

Lake Sumner

## Other aircraft involved

Nil

## Description of the incident

Normal airstrip approach and landing at 35 knots. Normal landing at correct marker.

On landing roll, too much brake was applied.

The aircraft pitched forward and the propeller dug into the grass strip. The forward momentum was sufficient for the aircraft to continue and it rolled very slowly on its back.

Pilots vacated, turning fuel and electrics off.

Only very minor injuries occurred.

## Describe the affect on safety

Braking too heavily when aircraft is pitching on a slightly undulating strip causes the movement to be accentuated.

Only sufficient braking should be applied for the landing roll to be completed safely.

## Remedial action taken

Practice approach and landings targeting a touchdown point on a longish airfield.

Once confidence is achieved, airstrip training to be done to apply the correct methods.

Emphasis on situational awareness of strip position, gradient and stopping adequately in remaining length.

Sufficient braking if and as required, flight controls position (stick hard back).



# Membership Changes

Griffith Hansen	SAC client	IA	Joined
Xavier Gregory	Parakai Aviation Club	Novice	Joined
James Smylie	Bay of Plenty Microlight Assn	Advanced National	Joined
Leon Jordaan	Associate	Novice	Exam
Anton Aalders	Associate	Advanced National	Upgrade
Douglas Heaton	Canterbury Recreational Aircraft Club	Novice	Exam
Anthony Turner	Mercury Bay Aero Club	Flight Instructor	Upgrade
Richard Taylor	Associate	Novice	Joined
Leonard Carney	Feilding Flying Club	Advanced Local	Upgrade
Egmont Johannes Stegen	Matamata Aero Club	Advanced National	Upgrade
Jay Preece	NZ Autogyro Association	Novice	Exam
Bryn Atkin	Canterbury Recreational Aircraft Club	Senior Flight Instructor	Upgrade
Chris Hogg	Associate	Novice	Joined
Craig Fullerton	NZ Autogyro Association	Novice	Joined
Daniel Wright	Canterbury Recreational Aircraft Club	Advanced Local	Joined
Thomas Hallam	Associate	Advanced National	Upgrade
Peter Finnegan	Associate	Advanced Local	Upgrade
Bob Shearing	Canterbury Recreational Aircraft Club	Advanced National	Upgrade
Harris Atkinson	West Coast Microlight Club	Novice	Joined
David Ames	SAC client	Advanced Local	Upgrade
Ollie Brooks	SAC client	Advanced Local	Upgrade
Lionel Green	SAC client	Flight Instructor	Joined
Imran Khan	Otago Aero Club	Intermediate	Upgrade
Phillip Rees	Associate	Advanced National	Joined
Maarten Visschers	SAC client	Advanced National	Upgrade
Zoe Colliver	Feilding Flying Club	Novice	Joined
Mark Thorns	Associate	Advanced National	Upgrade
John Turner	NZ Autogyro Association	Intermediate	Joined
Louis Wakeman	Associate	Novice	Exam
Brett Belworthy	Associate	not issued	Exam
Frank Babbott	Fiordland Aero Club	Advanced Local	Upgrade
Arienwen Miles	Associate	Novice	Joined
Steffan Van Uffelen	Associate	Advanced National	Upgrade
Stephen James	Canterbury Recreational Aircraft Club	Novice	Joined
Nicholas Gambirazzi	Associate	Novice	Joined
Robert Swanney	Hauraki Aero Club	Advanced National	Upgrade
Donald Payne	Canterbury Recreational Aircraft Club	Novice	Joined
Toby Vantveen	Canterbury Recreational Aircraft Club	Novice	Exam
Graeme Clark	Bay of Plenty Microlight Assn	Novice	Joined
Peter Frew	Associate	Novice	Joined
Henry Savill	Associate	Novice	Joined
John Pauwels	Associate	Advanced National	Joined
Peter Chadwick	Canterbury Recreational Aircraft Club	Advanced National	Joined
Hamish Craig	Associate	Novice	Exam



# Membership Changes

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Warrick Honey	Associate	Advanced National	Joined
John Norman Gilbert	Matamata Aero Club	Advanced National	Joined
Stephen McGregor	Associate	Novice	Joined
Yu Ren	Associate	Novice	Joined
Lachlan Gunn	Canterbury Recreational Aircraft Club	Novice	Joined
Christopher Crosse	Associate	Advanced National	Joined
Gareth Reid	Waikato Microlight Club	Novice	Joined
Jimmy Taylor	Canterbury Recreational Aircraft Club	Novice	Joined
Christopher Fraser	Canterbury Recreational Aircraft Club	Advanced National	Joined
Deborah Paull	Associate	Novice	Joined
Taylor Green	Canterbury Recreational Aircraft Club	Novice	Joined
Anthony Knowles	Canterbury Recreational Aircraft Club	Novice	Joined
Liam Sutherland	Hawkes Bay and East Coast Aero Club	Advanced National	Joined
Matthew Lay	Parakai Aviation Club	Novice	Joined

