



Recreational Pilot

Issue 34
April 2009





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Front cover- Wayne Richmond's Sonerai SNW. Photo Peter Blackmore

Inside front cover- Bill Barber's Snark JEK, John McCaul's Tecnam Bravo JTB over Akaroa

This page- Chris Hagen's Alpi P300

Centre pages- Motueka Fly-in photos by Peter Blackmore





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We welcome contributions from anyone- particularly photos and stories from members and clubs.

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Changes in membership since last magazine

Name	Club	Reason	Certificate
John Belcher	Northern Recreational Flying Club	Exam	Novice
Pauline Hogue	Taieri Aero Club	Exam	Advanced National
David King	Taieri Aero Club	Exam	Advanced National
Zachary Adams	Middle Districts Sports Flying Club	FRTTO	Novice
Bruce Watson	Air NZ Microlight Club	FRTTO	Novice
Roy Waddingham	Canterbury Recreational Aircraft Club	FRTTO	Intermediate
Trevor Hall	Kaitaia Aero Club	FRTTO	Novice
Marco Panicali	Nelson Microlight Club	FRTTO	
Max Clear	Waikato Microlight Club	Joined	
Neil Jepsen	Middle Districts Sports Flying Club	Joined	Advanced National
Gary Marsh	Stratford Sport Fliers Club	Joined	Novice
Bruce Barnfather	Motueka Recreational Flying Club	Joined	Advanced National
Chase Good	Tokoroa & Districts Aero Club	Joined	Novice
Riley McCallum	Canterbury Recreational Aircraft Club	Joined	Novice
Brett Taylor	Bay of Plenty Microlight Assn	Joined	Novice
John Walton	Bay of Plenty Microlight Assn	Joined	Advanced National
Kevin Healey	Parakai Aviation Club	Joined	Advanced National
Rhys Moore	Southern Recreational Aircraft Club	Joined	Novice
Keith Jepsen	Wairarapa Ruahine Aero Club	Joined	Intermediate
Stephen Dittmer	Wairarapa Ruahine Aero Club	Joined	Novice
Rodolf Wenk	Manawatu Microlight Club	Joined	Advanced National
Timothy Boyd	Northern Recreational Flying Club	Joined	Advanced National
Peter Connell	Wairarapa Ruahine Aero Club	Joined	Novice
Joab Ferreira	Northern Recreational Flying Club	Joined	Novice
William De Friez	Canterbury Recreational Aircraft Club	Joined	Novice
Mark Engelfield	Nelson Microlight Club	Joined	Novice
Walter Hutchings	Wairarapa Ruahine Aero Club	Joined	Advanced National
Aaron Murphy	Canterbury Recreational Aircraft Club	Joined	Advanced National
Steven Palmer	Wairarapa Ruahine Aero Club	Joined	Novice
Ronald Cohen	Central Hawkes Bay Aero Club	Joined	Novice
Graham Booth	Southern Recreational Aircraft Club	Joined	Novice
John Montgomery	Canterbury Recreational Aircraft Club	Joined	Novice
John Sinclair	Southern Recreational Aircraft Club	Joined	Novice
Shannon Grombie	West Coast Microlight Club	Joined	Novice
Raymond Bremer	Taieri Aero Club	Joined	Advanced National
John Lynch	Geraldine Flying Group	Joined	Novice
James Rogers	Manawatu Microlight Club	Joined	Novice
Stephen Holder	Hawkes Bay Microlight Club	Joined	Advanced National
John Sully	West Coast Microlight Club	Joined	Novice
Anton Dittmer	Wairarapa Ruahine Aero Club	Joined	Novice
Robert Perks	Canterbury Recreational Aircraft Club	Joined	Novice
Martin West	Northern Recreational Flying Club	Joined	Novice
Blair Hoult	West Coast Microlight Club	Joined	Novice
Dana Stiles	Northland Microlight Club	Joined	Novice
Martin Baldwin	Canterbury Recreational Aircraft Club	Joined	Novice
John Edwards	Stratford Sport Fliers Club	Joined	Novice
Martin Foggo	Rotorua Microlight Aircraft Club	Joined	Advanced Local
James Coleman	Canterbury Recreational Aircraft Club	Upgrade	Advanced Local

Derek van Rooyen	Bay of Islands Aero Club	Upgrade	Advanced Local
Philip Turnbull	Canterbury Recreational Aircraft Club	Upgrade	Intermediate
Graeme Sherrard	Waikato Microlight Club	Upgrade	Advanced National
Trevor Leighton	Nelson Microlight Club	Upgrade	Senior Flight Instructor
Lisa Brown	Coromandel Flying Club	Upgrade	Senior Flight Instructor
Bradley Yorke	Southern Recreational Aircraft Club	Upgrade	Senior Flight Instructor
Hamish Ireland	Waimate Aero Club	Upgrade	Intermediate
Colin Thomas	Kaitaia Aero Club	Upgrade	Advanced Local
Philip Richards	Canterbury Recreational Aircraft Club	Upgrade	Advanced Local
Neil Ferguson	Canterbury Recreational Aircraft Club	Upgrade	Advanced National
Gregory Fitzpatrick	Tokoroa & Districts Aero Club	Upgrade	Intermediate
John Maxwell	Northern Recreational Flying Club	Upgrade	Flight Instructor
Grant Porter	Canterbury Recreational Aircraft Club	Upgrade	Advanced Local
Steve Williamson		Upgrade	Intermediate
Ray Corbett	Canterbury Recreational Aircraft Club	Upgrade	Flight Instructor
John Rochfort	Gyrate Flying Club	Upgrade	Advanced Local
Bruce Norrie	Canterbury Recreational Aircraft Club	Upgrade	Advanced Local
Robin MacDonald	Canterbury Recreational Aircraft Club	Upgrade	Advanced Local
Drew Barlow	Northern Recreational Flying Club	Upgrade	Advanced National
Andrew Guyan		Upgrade	Advanced National
Anthony Webster	Middle Districts Sports Flying Club	Upgrade	Advanced National
Robert Welcome	NZ Autogyro Association	Upgrade	Intermediate
Peter Rutledge	Bay of Plenty Microlight Assn	Upgrade	Senior Flight Instructor
James Land	Bay of Islands Aero Club	Upgrade	Flight Instructor
Douglas Yarrall	Wairarapa Ruahine Aero Club	Upgrade	Flight Instructor
Stephen Richardson	Canterbury Recreational Aircraft Club	Upgrade	Advanced Local
Stephen Chubb	NZ Autogyro Association	Upgrade	Advanced National
James Sharp	Otamatea Ruawai Aero Club	Upgrade	Advanced National
Mark Nelson	Canterbury Recreational Aircraft Club	Upgrade	Advanced Local

Letters to the editor

Hi Stuart,

I've had some interesting discussions as a result of my article in the December 2008 issue, which is good... It's much more pleasant to learn from other's mistakes than one's own. Sam Balley (the French engineer who is the importer of DUC propellers), has pointed out that turning off the master switch creates a spark that could trigger the very situation one wants to avoid with petrol fumes. And of course Sam is right... a spark is the last thing you want and the Master switch carries the heaviest current and thus produces the biggest spark when turned off.

As is usually the case when things go wrong, there is no perfect answer, one has to make a decision between the least worst actions. In the case of a petrol smell in the cabin of the Tecnam, I did consider the risk of one possible spark from turning off the master, and weighed this against the risk of continuing small sparks from electric gyro motors on the instrument panel. Had the smell remained I'd have left everything alone, but as we were able to get rid of it with ventilation I took advantage of what could have been a temporary lull in the vapour to kill all the electrics.

I guess if the smell intensifies the decision would then be whether to put down in a possibly uneven field with likelihood of bouncing and banging which can cause a spark, or sweating it out and getting to an airfield or beach where a smooth landing is more likely. But Sam is right... if there is a petrol smell that you can't get rid of, then touch nothing electrical at all.

Cheers, *Harvey Lockie, Parakai Airfield*

Harvey's world travels

Geoff Smale and Harvey Lockie flew the Dynaero ZK-WIK from Parakai down past Raglan and New Plymouth, then climbed to 8500 direct to Motueka, coming down at Separation Pt in Tasman Bay and down the very pretty coastline into Motueka.



Next day, Mike and David Leefe arrived in Mike's Alpi 300 to fly back with us to Ashburton, and they suggested we fly through the mountains by way of Hanmer Springs through 'Hells gate'. A name like that would normally put me off, but with blue sky and having an experienced pilot with local knowledge to follow, no problems...

though I borrowed a map and checked the route out just in case we got separated, don't want to be lost in all that big stuff. It was a quick trip with the two fast aircraft, we were both cruising on 4590 and 23.5 inches, around 65% power. We swapped passengers and cruising together we got some good photos of each other's planes and a running commentary on the scenery using the chat frequency. Just as sociable as four people in one aircraft if you use the 'chat'.



Into Ashburton, with the rest of the day flying around the area and visiting a farm to the west with a nice long (but very narrow) mown strip looking at each other's planes.

Monday, and back home up the coast and over Lake Ellesmere through a pass into Lyttelton, another scenic and very interesting route that I will use in future to get past Christchurch.

Over Cook Strait at 7000ft, past Wellington which was under cloud but quite panoramic from that height and down into Paraparaumu for a lunch at the 'Air2there' cafe on the field.

Round the coast to Wanganui and turned inland to climb up over Raetihi and Raurimu where we circled so Geoff could take some video of the Raurimu spiral,

only really able to be appreciated from the air... there are railway lines going in all directions but it is all part of the one line changing levels through an escarpment. Then up past Waikato heads and back home.

A good trip, good company, good weather, nice aircraft, good flying.

Cheers, Harvey Lockie













Around The Patch

Over recent weeks we have had, tragically, two fatal microlight accidents involving our members.

We cannot speculate on the cause of either accident, we must allow the separate CAA investigations to run their course before drawing any conclusions. We can say with confidence however, that both pilots were extremely competent and well qualified aviators.

Alex Charles was one of our senior Microlight instructors. He also held a CPL, and was a well respected and active participant of the aviation community at Motueka.

Darrell Williams of Carters Beach (just south of Westport) has been one of our senior ATO's for more years than I can remember. Darrell's professional aviation career includes many thousands of hours as an ag. pilot. Unfortunately I did not know Alex personally but I enjoyed Darrell's company immensely. More than once at a fly-in, I can remember sheltering from the sun beneath the wing of Darrell's Sky Arrow and talking aviation stuff. He and his wife loved that aircraft and the lifestyle it gave them to explore, sometimes for weeks at a time, those parts of NZ that our microlight aircraft make so accessible.

RAANZ executive has extended, on your behalf, our deepest sympathy to the families and friends of those who died so tragically.

In a way, quite unrelated to the above, it is still timely to remind ourselves that pilots and their passengers involved in aviation, always carries within that activity an element of risk. It is important that all involved understand that risk and factor it into their planning and decision to fly. At its best recreational aviation presents one of the most enjoyable of pursuits. At its worst, it is most unforgiving.

I was reminded of this with my planning to attend the RAANZ National fly-in at Motueka. The Sunday of the weekend before was a beautiful day, perfect for a saunter around the local patch – just to check that all systems were go in the Ban-Bi for the following weekends flight across the alps. Pre-flight checks revealed that the propeller fine pitch light was not glowing green for take-off. In fact the MT constant speed prop would not cycle at all between fine and coarse pitch and was stuck firmly in the fully coarse position. I had experienced an intermittent problem

before with the pitch change mechanism in flight, but by manually cycling the controller between full coarse and full fine, I had eventually regained normal constant speed operations. Maybe a fast taxi up and down the runway may 'excise the gremlins', thinks I. Full power for half the length of the runway gave me only 3700 rpm and maybe 25 knots of ground speed. Back to the hangar and off with the prop spinner.

The position of the fine and course pitch limit/stop mechanism confirmed that the prop was indeed fixed on the fully coarse position. A Multimeter checked that power was available to the electric servo motor but all attempts to activate it with the manual pitch change controller in the cockpit proved fruitless. I removed all the electric stuff from the prop and was relieved to find that twisting a large screw driver into the pitch change mechanism inside the prop hub proved that all 3 blades changed pitch quite freely. The reduction drive unit was disassembled from the electric motor and inspected. Both units were made in Switzerland and the reduction drive unit especially appeared to be a masterpiece in 'Swiss Watch' technology. Inside a metal tube, not much larger than a 35mm film canister, were a series of planetary gear sets. By rotating the output shaft (the bit that sticks into the internals of the prop hub) only one turn, you could watch the planetary gear (at the electric motor end) whiz around at an incredible speed. In fact the reduction ratio was 303 to 1 and as it, too, appeared to be in good working order the only remaining potential problem was the electric servo motor.

But how to get inside that sucker? A number of associates, all more electrically savvy than I, tried to find a way in. Even a well qualified Auto electrician gave up in disgust. Finally I took the motor up to Ivan Campbell's hangar one evening and after several hours of frustration we eventually applied enough heat on the housing to break the glue that held it all together. It was quickly obvious what the problem was. This motor was not designed to have conventional carbon brushes making contact with the armature, but instead had 2 copper strips making contact - one on each side of the armature – and these had collapsed completely damaging the armature in the process.

The Australasian MT Propeller agent in Sydney informed me (not surprisingly) that MT had stopped using these units in 2005 and had replaced these with a heavier and more reliable unit. Unfortunately they were quite expensive, over \$2000 NZ, plus freight

from Germany, and they were currently over 3 weeks on back-order. It is hard to say if my disappointment at this news was because of the outrageous cost, the lack of stock, or the realization that my attendance at the National fly-in was now looking very unlikely. However, I had one final back up plan if all else failed. I asked MT guy if I could manually set the prop to give me at full power, say 5000rpm of static thrust. This should give me around 5500 rpm at take-off and a reasonable cruise rpm. MT guy confirmed that as long as all the electric components were reinstalled to ensure proper dynamic balance of the prop and the circuit breaker that isolated the electric current to the prop was pulled, then this should be no problem.

Will I or won't I? I stewed over the ramifications of that choice during the next 2 days. I was becoming increasingly more conscious that there was something not quite right about accepting the risk I may be taking in relying on the propeller not to change pitch in flight. And then, suddenly I 'got' it. Of course the pitch could change in flight. It had already done so. At no stage during my last flight had I deliberately set the prop for fully coarse pitch - but that was the position it was in after I landed. So therefore, theoretically, the prop could do the same thing again with my next flight. I am unsure what the exact failure sequence was on that last flight. But I suspect that the electric motor finally 'coosed' during the downwind stage prior to landing when the constant speed unit would be trying to fine the prop up. Maybe at that time the deceleration of the aircraft allowed the prop, now with a dead electric motor, to unload aerodynamically and this enabled the prop blades to wind on max pitch.

I know it has been a bit of a convoluted journey to get to the point of this story, but for me it reinforces the message that very little in life happens just by chance – especially the bad stuff. We need to constantly challenge and reflect on all the decisions we make when we choose to fly. 'Murphy' is always lurking out there, waiting for an opportunity to take us down if we continue to make bad decisions. I must have sorely tempted him during that last flight. I did not identify the absence of a green fine pitch light during my downwind checks. My landing touch down point was too far down the strip because of the coarse pitch, and I subsequently had to back track to the hangar. I had an English Ban-Bi owner in the right seat so this lapse was a bit mortifying really and I remember mumbling that the crosswind on landing must have had a bit of tailwind component in there. There is no doubt if I had attempted to go round with that coarse pitch, we would have done a face-plant half way up the pine trees at the end of my strip. And finally I still did not identify the lack of a green light when I shut the motor down.

No, I am not going to tempt old Murph with another flight on a dodgy prop!

So, I was sad to miss the fly-in at Motueka. By all accounts it was a very well organized and successful event and our sincere thanks must go to Bob Wagner and his willing team that put it all together.

Safe flying,
Evan Gardiner, President

Help save/recover Pikes Point!

The Auckland Recreational Airparks Trust has a new website.
They are still working to save / recover the Pikes Point airfield.

They have asked that every interested person signs up as a supporter to give more weight to their submissions & lobbying.

To join, go to their website: www.airparkstrust.org.nz and enter your name & e-mail address in the fields at the bottom left of the page. You will receive an e-mail with a link to confirm that you want to sign up. Click the link.

It is free to sign up and you are under no further obligation.

Lend your support to this worthy cause. If you choose not to, then don't complain if Pikes Point ends up as an imported car parking lot.

Steve Williamson, President, Auckland Regional Microlight Aircraft Club

RAANZ FLY-IN TO MOTUEKA –FROM WHANGAREI

On Friday March 13th four of us met in the club hangar at 7-30 am ready for our planned flight to Motueka. Bob and Bruce were to fly WTF and Lou and Jack TNM. Some days earlier we had carefully prepared our flight plans and then compared them to make sure we were in agreement on details such as frequencies, heights, clearances, distances, times, fuel, headings and alternatives. Happily we did all agree. On Thursday we had carefully checked and prepared the aircraft and picket bags. Early on the morning of the planned departure I obtained a MetFlight report and it was not good enough-rain and strong winds against us at all altitudes.

After some deliberation we decided to phone Raglan Motor camp and Hawera Aero Club. These were the two intended stops on the way. Reports from the ground at both places were that it was raining and blowing very strongly. So we sat and waited for two hours then phoned again this time Motueka as well. The weather had greatly improved, especially further South . So at 10-15 we were airborne out of Whangarei on our way to Raglan. We had about 20 kts headwind and ran into a few low squalls but after Manukau Heads conditions improved though the wind remained against us.

After a short stop at Raglan to stretch our legs we were off to Hawera. By the time we reached Taranaki the wind had moderated. Several of the Hawera members were there to greet us and assist in the refuelling with their tanker. There is no longer a commercial pump there. Then we had a pleasant chat with them over a cup of coffee.

Soon we were on our way across the sea to Motueka. This was a distance of 110 nms so we were out of sight of land for around 40mins. We needed complete faith in our course calculations and our GPS. The latter can , of course ,fail. We were also in contact with Ohakea initially and then Christchurch who gave us radar cover. We had donned our lifejackets at Hawera and our PLB was at the ready.

A bit over an hour later we were joining downwind at a rather windy Motueka. As we parked and picketed our aircraft we saw about 30 others on the edge of the field. Within the next hour or two though, many more

planes arrived, the final tally being close to 90.

Later that afternoon there was a talk from Tony Hansen of the CAA and that was to be followed by a barbeque.

The motel we had booked was within walking distance but our hostess collected us in her car and was a mine of information. That evening we had a glass or two of beer and an excellent meal at the local R.S.A.

The Saturday program consisted of competitions, joy-rides, talking to other pilots and looking at some of the really amazing aircraft. Later in the day there was an excellent talk and demonstration on Rotax engines from Colin Alexander. We chose not to attend the gala dinner, deciding instead to again patronise the R.S.A.

Sunday morning dawned clear and still so we got a taxi to the airfield around 8am with a view to getting an early start. However, there was a heavy dew and a layer of fog so nobody was flying anywhere. We prepared our aircraft and awaited a promised weather forecast. When it finally arrived we had a full picture of everything except the one important local thing we needed-fog and low cloud details. Finally we decided to take the advice of a local commercial pilot who suggested we take off on our heading . After a short while we would be able to clarify the situation and if necessary, return to the airfield.

We took this advice and had no problems. This time our track was to Wanganui so we were within sight of land for longer flying a few miles North West of D'Urville Island.

Again we were in contact with Christchurch and Ohakea. On arrival at Wanganui we refuelled and had brunch.

From Wanganui it was through the Stratford Gap and on to Raglan. After leaving Raglan the hitherto beautiful weather became gradually more windy and cloudy. The nearer we got to Whangarei the worse the weather, but it was not of any concern being cloudy but not raining and blowing about 12 kts as we landed in Whangarei. I, for one, had not flown into Motueka before so it was an interesting and very pleasant weekend.

Jack Maxwell

Aviation Zen

Evan's cautionary tale of his disquiet about running his VP prop without the pitch motor installed reminded me of a discussion I saw on an internet aviation newslst. It was all about that thing women call 'intuition' and blokes call 'hokum'...

The theory was that this stuff may well be based on hard fact. That uneasy feeling you have about something you can't quite put your finger on may be your subconscious flagging something that you saw, heard, felt, remembered, forgot. Something out of place, out of sequence, not where it should be, where it shouldn't be. Something different from normal. It hasn't yet bubbled to the surface of your conscious mind, so you haven't yet been able to process it, put it into words, evaluate and act on it or discard it. A warning annunciator from your mental sub-system.

Now, being a typical bloke, you ignore it. Feelings are dodgy- women's territory. But if it was triggered by something real and significant, you may have just missed an important clue that could save you from a situation, maybe a life.

Better to spend some time to tease the thought to the surface, let it crystallise into hard information you can do something with. If it turns out ot be nothing- no loss. If it turns out to be real and significant (a fuel cap not tightened, no 2-stroke oil in the fuel) it could make all the difference to your day.

No need to go new-agey on us and hang crystals from your compass, assume the lotus position in the cockpit, or point towards Mecca during your runup. Just add an item to your pre-takeoff checklist-

Am I good to go?

Pilot Philosophy

The difference between a duck and a co-pilot? -The duck can fly.

A check ride ought to be like a skirt.- Short enough to be interesting, but long enough to cover everything.

Speed is life. Altitude is life insurance.

It only takes two things to fly:- Airspeed, and money.

The three most dangerous things in aviation:

1. A Doctor or Dentist in a Cessna.
2. Two captains in a DC-9.

Aircraft Identification:

If it's ugly, it's British.

If it's weird, it's French.

If it's ugly and weird, it's Russian.

Without ammunition, the USAF would be just another very expensive flying club.

The similarity between air traffic controllers and pilots?

If a pilot screws up, the pilot dies.

If ATC screws up, the pilot dies.

The difference between flight attendants and jet engines-

The engines usually quit whining when they get to the gate.

New FAA motto- 'We're not happy, till you're not happy.'

If something hasn't broken on your helicopter --it's about to.

I give that landing a 9 . .on the Richter scale.

Basic Flying Rules:

1. Try to stay in the middle of the air.
2. Do not go near the edges of it.
3. The edges of the air can be recognized by the appearance of ground, buildings, sea, trees and interstellar space. It is much more difficult to fly in the edges.

Unknown landing signal officer (LSO) to carrier pilot after his 6th unsuccessful landing attempt:

"You've got to land here son. This is where the food is."

The three best things in life are:

A good landing, a good orgasm, and a good bowel movement.

A night carrier landing is one of the few opportunities to experience all three at the same time.

Had a look at the RAANZ website lately?

Here's what's new...

- Updated 406MHz PLB order form Special RAANZ member deal from Aviation Safety Supplies. (Jan09)
- Part 1 of Policy & Procedures Manual now in wiki format. (Jan09)
- Added Law question pool. (Jan09)
- New affiliated Tokoroa Aero Club details here. (Dec08)
- New affiliated Parakai Aviation Club details here. (Dec08)
- The Marketplace got corrupted and all entries have been deleted- please reenter any current listings (Dec08)
- Rec Pilot Issue 33 now available (Dec08)
- AGM2008 reports and minutes (Nov08)
- FAA Weight Shift Control aircraft flying handbook recommended as a resource for trikers. Download here (Sep08)
- RAANZ AGM 2008 at Timaru notice (Sep08)
- RecPilot issue 32 available for download (Sep08)
- Endurance Testing Endorsement added (Aug08)
- New affiliated Central Hawkes Bay Aero Club details here. (Jul08)
- Added hazardous attitudes section and questions to Human Factors. (July 08)
- New affiliated Kaitaia Aero Club details here. (Jun08)
- Added study/reference materials resource list to Training Manual section- incomplete (June 08)
- RAANZ 2009 Fly-in, Motueka, March 12-15 more details here (May 08) Registration and info added (Sep08)
- RAANZ FRTO is here! Just approved by CAA. Radio section of Training Manual here, FRTO question pool here. See your instructor- and it's free! (April 08)
- New Otamatea (Ruawai) club details here. (Mar08)
- Human Factors exam is now up and running. Check the Training Manual for study material.(Mar08)
- GAP Flight Instructor Guide recommended as an instructor resource. Download a copy.(Mar08)
- Training Syllabus. A guide to flight instruction lesson structure. (Mar08)

www.raanz.org.nz

Plain English weather

Confused by all the met-speak you get in the TAFs and METARs? You are not alone. A recent survey of airline pilots revealed many of them get confused too- but they have experts to translate to for them. We don't- until now.

Here's how:

- Log in to the Airways IFIS site and select **AREA PREFLIGHT BRIEFING**, then click on **IFIS Weather**
- On the choice page select the areas that you want info for, tick the **METAR/SPAR** and **TAF** boxes.
- SUBMIT** the query.
- When the information comes back, go to the browser toolbar and click **Edit->Select All** then **Edit->Copy**. (or **CTRL-A** then **CTRL-C**). This puts the coded output on the clipboard.
- Go to the AOPA Plain English Weather Conversion page at [http://avmet.msgs.net.nz/](http://avmet.msgs.net.nz)
- Click in the "paste IFIS here" box, then go to the browser toolbar and click **Edit->Paste (or CTRL-V)** to copy the info to box.
- Then click the **<Translate>** button

Thanks to the AOPA for making this available to all.

Disclaimer

CAA and MetService do not pay for, endorse or support this page in any way.

There is no warranty that the output is an accurate rendition into English of the (semi) ICAO-standard language used in NZ aviation met reports and forecasts. And of course there is no way the script can incorporate checks that the information being processed is timely and accurate.

Use it at your own risk.

PLAN NOW... ***Easter Weekend*** 10-13 April at Woodbury in the 'Heart of South Canterbury' for the

"Richard Pearse Memorial Microlight Rally"

fly or trailer in to this idyllic setting
camp on site or motels in Geraldine (6km)

GPS: 171°12' E
44° 01' S



Phone/Fax....

03 686 0783 or 0274 921642 or dsscott@mccain.co.nz

For Information

organised by
South Canterbury Microlight Club Inc

Spidertracks Flight Following offer...

You may have heard about the special offer spidertracks, in partnership with Airways, and supported by Lynne Erceg, is offering NZ pilots.

For a limited, time NZ pilots can purchase a spidertracks tracking system for only \$1295 plus GST (that's \$2605 less than recommended retail) and they get a free keypad. As a commitment to safety, Airways is subsidising the first six months subscription to the Iridium satellite network - that's another \$240 bonus for pilots.

The offer was launched at the Pilot Expo with much positive feedback from pilots.

For more info go to www.spidertracks.com.

Stratomaster VHF-10 transceiver & intercom



3.125" panel mount, only 5.5cm deep plus connectors, 250gm weight
No knobs- easy to operate with gloved hands in open cockpit aircraft
10-28VDC 120mA Rx, 1.2A Tx @ 6W output
Fully digital audio subsystem, Class D RF output stage for efficiency
100 channel memory, dual channel active/standby/scan
SL30/40 protocol compatible for remote control/monitoring
Pilot/passenger intercom with advanced noise suppression and VOX/VOGAD
Single or dual, joined or isolated PTT with stuck PTT prevention
Adjustable mic gain with bargraph display of Rx signal level and Tx modulation level
PC based simulator & station database management software
NO adjustments required for calibration or service life
\$1496 including gst

Compatible with Stratomaster EFIS- remote selection of frequencies from airport database

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About the Gyrate EAGLE:

Built for the 21st Century, the Auto Gyro MT-03 Eagle is an aircraft that is revolutionising personal transport. The combination of 4-stroke power, astonishing performance and factory-built dependability has taken the autogyro from being an interesting curiosity straight into mainstream aviation.

The MT-03 Eagle is constructed in a new, purpose built factory in Germany and complies with the toughest airworthiness standard for gyroplanes in the world. The Eagle is approved and operating throughout Europe, North America, South Africa, Australia and New Zealand.

The Eagle's open cockpit design allows excellent visibility and makes it suitable for many varied applications: Personal Flying & Recreation, Aerial Photography, Scenic Flights & Tourism, Pilot Training, Stock Mustering, Observation, Rural Property Management.

The Eagle's ability to take off and land in short distances makes airport use optional, eliminating expensive hangarage fees. At a fraction of the cost of owning and operating a conventional aircraft or helicopter, the Eagle is the affordable solution for the discerning aviator.

Technical Information:

Dimensions	H 2.7m x W 1.82m x L 4.9m
Engine	Rotax 100/115 hp
Empty weight	239 kg
Max. take-off weight	540 kg
Payload	301 kg
VNE	100 mph / 163 kph
Cruise Speed	95 mph / 150 kph
Minimum Speed	20 mph / 32 kph
Rate of climb	980 fpm / 5 mps
Take-off distance	30-230 feet / 10-70 metres
Landing distance	0-50 feet / 0-15 metres
Fuel capacity	70 litres = 3hrs +
Range	300+ miles / 450+ km



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