



Recreational Pilot e-zine

August 2010

It's been a long time since the last Recreational Pilot magazine was published- mainly because we haven't had much stuff to put in it! It is a fairly expensive exercise for what would often turn out to be a thin magazine and a lightweight read. The message from members at the last AGM was not to bump up subs simply to fund the RecPilot- they did not see it as value for money.

But we do have stuff that we need to get out to members on a reasonably regular basis, and we do want to provide a way for clubs and members to contribute articles that are of interest to the wider RAANZ membership.

So, we are trying out publishing the RecPilot as an e-zine, delivered to your in-box every few months. Smaller, lighter, and cheaper than the printed mag, with the stuff we need to tell you about, and the stuff you want to tell your flying mates about.

Got an email address?

If you received this in your in-box, we already have it.

If not, [tell us your email address](#)

Got mates at your club who are not online?

Do them a favour and print a copy of this newsletter (and any linked documents) and pin it on your club noticeboard.

Want a printed copy?

Ask us (contact details at end of document).

Got stuff you want to contribute?

Stories, pics, club news, events.

[Send them to the editor](#)

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From the AGM, way back in November 2009.

Annual subs have increased to \$70.00 a year. We had held subs fixed for nearly 15 years, but with the slow creep in costs over that time our 2010 budget was looking marginal. We are keeping a close watch on costs, and initiatives like this e-zine rather than printing the RecPilot will help keep us in the black.

Executive members

- Evan Gardiner (Canterbury) - President
- Colin Alexander (Tauranga)- Tech
- Peter Rutledge (Tauranga)
- Phil Patterson (Masterton)
- Bill Penman (Manawatu) - Ops
- Peter Treanor (Tokoroa)
- George Taylor (Southland)
- Stuart Parker (Waikato) - Admin

[View the full minutes of the AGM](#)

[Get contact details for the exec](#)

Microlight type ratings for Part 61 Pilots

With microlights being added to the line at many aero clubs, and PPLs realising there is more to life than a clunky old 172, there is an increasing demand for microlight type ratings for PPLs.

We have clarified our rules around Part 61 type ratings- a Senior Flight Instructor can issue a microlight type rating to a Part 61 pilot following a briefing, oral and practical flight test (and purchase of 1 year RAANZ membership).

[View the rule in our Policy & Procedures Manual](#)

Introductory and cost-sharing flights

Joy-rides, introductory flights, taking your mates for a fly, sharing the costs.....it can all get a bit muddy with rules getting stretched close to breaking point at times.

And if there is an incident you can be sure the Feds, your insurance company, and your passenger's lawyers will be taking a close look at the rule book to see what they can ping you for.

We have clarified the rules to make them easier to understand and apply, and hopefully help you avoid the cost and embarrassment.

Private cost-sharing flight

An appropriately rated pilot may take a passenger on a cost-sharing flight provided the flight is carried out as specified in CAR Part 001-

- the flight is **not advertised** to the public
- the pilot and passenger **share equally** in the direct running cost of the flight
- the pilot receives **no payment or other reward** for his/her services
- **no other payment or reward** is required of the passenger

Such a cost-sharing flight is deemed not to be an operation for hire or reward.

Public introductory flights

Publicly advertised introductory flights may be carried out under the following conditions-

- the flight is conducted by a **Flight Instructor or Senior Flight Instructor**
- the pilot receives **no payment or other reward** for his/her services
- the club may charge a fee for temporary membership of the club and flight costs

[View the rule in our Policy & Procedures Manual](#)

Trike tuck/tumble heads-up

Following the sad incident in Southland in 2008 where Noel Vallance suffered a fatal accident in his trike, CAA have published the [accident report](#), and requested us to publish heads-up to all trike pilots on the dangers of the tuck & tumble.

We have published an [article on the trike tuck & tumble](#) on our website, along with references for further reading.

All trike pilots are urged to read the article and discuss the issue with their instructor and fellow trike pilots. Instructors are requested to include discussion of tuck & tumble avoidance as part of each trike pilot BFR.

The flight of the Bantam WBB

Ray Bremer/Taieri

I'm sure by now many of you have all heard of the Epic Bantam trip that Colin & I did to pick up the latest Bantam WBB to Taieri.

I was aware that Colin and Jonathon were looking at buying an aircraft. Bantam B22j was the weapon of choice. It was a toss-up between a pink one in Invercargill or one up the other end of the country. It was a simple choice - the boys weren't going pink. So we started planning a trip down south from Te Kowhai to Taieri. I had previously flown Daniel's Bantam B22 (582) down from Ashburton, so I was aware of what I was getting myself into.

We did a lot of planning and we had a variety of routes and alternates prepared. We studied the weather patterns and then we saw it...a week of really bad weather followed by a few days of calm with a slight northeaster. That was enough. Colin organised the tickets and before we knew it we were sitting in an ATR heading north.

Trevor, the owner of WBB, was there to meet us at Hamilton. He picked us up and drove us straight to the airfield so Colin could be acquainted with his new purchase and I could see what I had let myself into. After meeting the locals at Te Kowhai Colin went for a lesson with Dave Readman who really put him through his paces. While they were doing their stuff I introduced myself to Max and Max from Micro-Aviation - this is the place where the Bantams are created. [Ed - hatched?] They were friendly and helpful. When Colin & Dave got back I strapped myself in and got familiar with what improvements had been made compared to Daniel's B22. WBB certainly did have some nice features, those little things like an electric start for example. We fuelled up the wee bird and made a few last minute preparations for the mission ahead.

Trevor took us to a motel where we freshened up before he picked us up and took us to their local micro-lite club mid-winter dinner. It was a good night where we managed to pick up a few pointers on where to go and what to do on the way. On the way back to the motel we knew it would be a beautiful day the next day as a frost had already formed.

The next day we rose early and had a big breakfast, just in time for Trevor pick us up and head back out to the airfield. We had already checked the weather forecasts and they were looking great. We did all the preflight preparations, dressed ourselves in our flying suits etc, strapped ourselves in only to push the start button and have nothing happen..... Well you can only imagine how we felt!

We tried everything. Booster battery, jumper leads and a whole array of ideas. Finally Trevor said "I don't know why it works but some of the guys put warm water over these engines and it helps them start." Well we had nothing to lose so we poured a bucket of warm water over the Jabiru. Who knows why but the wee motor roared into life. We didn't try to work it out but gave it a good warm up and then rolled down the runway at Te Kowhai for the last time (in a while anyway).

We set course to Taumarānui. It was a beautiful day, not a cloud in the sky, just a couple of guys

wrapped up like Eskimos. We pretty much headed down the main trunk line. For those that are wondering it was cold - real cold - around National Park. We had planned to land at Taumaranui to refuel, check fuel consumption and plan the next leg. When we were nearing where we thought the field should be, we found it completely covered by fog. Fortunately we had planned an alternate field. So off we went to Taihape for some fuel and a chance to stretch our legs. We arrived at Taihape with ample fuel to get us to Feilding but thought it would be best to fly with as much fuel as possible. Little did we know that the fuel pump at Taihape is through a gate and across the road. Not only that, but the pump was in-operable. Fortunately a guy roared up the road in his Ute and said he too had a Bantam. We were suitably impressed with his little bird in the hanger but even more impressed that we were able to purchase some fuel off him.

All gassed up we managed to stay within our designated airspace. This was no small feat in unfamiliar country and with a small area to stay within to avoid breaching military or other control zones. We headed on down to Fox-Pine for a bite of lunch & some more fuel for the bird. We grabbed a coffee and made up some sandwiches with the bread we brought with us. It had been in the back of the plane and was almost frozen. Once we had refilled our bodies we went to refill the plane. Oops, Colin's shell card needed a pin, as we don't need a pin on our pump at Taieri we didn't have one. So it was off to Paraparaumu for some BP av-gas. We still had ample fuel, but as we were looking at crossing Cook Strait we really did want to have all the gas we could carry.

Paraparaumu was pretty uneventful other than coping with all the traffic that was operating on the field. It was like trying to cross a motorway, to find a break in the traffic to take off. We continued down the coast and then it came time to turn right and head out towards the closest part of the South Island we could see. The Strait was like a mill-pond. We were over before we knew it. However it took us twice as long to make our way down towards Omaka airspace. I gave a call to Woodbourne to request a clearance into the zone on route for Omaka. Well my heart sank when he came back "remain clear of the control zone until further notice." We continued down the coast and were then cleared into the zone. We hurried into Omaka to get there before the aero club locked the hanger where we had planned on parking up over night. Fortunately we got there just as the doors were being closed. We stayed the night with a friend in Blenheim and talked aeroplanes and caught up with what Daniel is up to now that he has left the aeroclub and is working for Eagle air.

The following day Daniel drove us back to Omaka and we once again tried everything to start the wee bird. I jokingly said let's try a bucket of water. So here we are pouring water over the engine and yes, once again it roared into life. We then departed for Kaikoura, refuelled there and headed to Rangiora via Culverdon. The weather was as calm as you could wish for. According to our GPS we actually had about 5-10 knots of tailwind. That doesn't normally make too much difference when flying GA, but when you have an indicated airspeed of 55kts it is a significant increase in speed.

We arrived at Rangiora to a BBQ that they had put on at the microlight club. We were invited to join them and it was great to kick back a little and enjoy their company. Bodies & aircraft refuelled and we were off to Oamaru en route to home. However just prior to going past Rangitata Island airfield my body said we needed to stop NOW. So as soon as the engine was stopped I was running into Russell Brodie's throne room (couldn't have been the lunch). From there we were back on course for Oamaru. We landed there only to find that it was Shell & we needed a jolly pin. Grrrr. I got my whizz wheel out, did some maths and worked out we did have enough fuel to get to Taieri and some, even if we lost our lovely tailwind.

As we approached Palmerston we were escorted back to the Taieri by some good friends. Cessna 180 MDL and RV7 NRV, both aircraft having an approach speed similar or faster than our cruise. Saddle Hill has never looked so good as we came towards the Taieri valley. We landed and were greeted with family and friends who were all surprised we actually made it back when we said we would.

Out of interest we arrived back with $\frac{1}{2}$ an hour fuel left and $\frac{1}{2}$ an hour before evening civil twilight. Colin, Jonathan & I would like to thank all that were involved in helping us make this flight possible.

New Year Considerations- (well it is still 2010!)

Rex Kenny/Manager Sport & Recreation Aviation, CAA

As we move into 2010 it might be timely to look at a couple of areas which CAA is becoming aware of that may not be well understood by microlight operators and or Inspection Authorisation holders.

Modifications.

The first area is that of modifications. This seems to be of particular concern in, but not limited to, the gyrocopter sector. Owners of Class 2 (2 seat aircraft) need to be aware that they are responsible, in accordance with rule 103.209, for ensuring that the aircraft is not flown if it has been modified in any manner that affects airworthiness, unless the aircraft has been re-inspected for compliance with 103.207.

The re-inspection can only be carried out by the CAA or a person authorised to do so by the Director. RAAZ and SAC have one person each authorised to undertake this task.

It is important to understand that a change to a design after its initial CAA inspection does affect airworthiness as the aircraft no longer meets the design standard accepted by the CAA during its inspection. The re-inspection process is easily carried out for simple modifications and becomes more demanding as the complexity of the modification increases.

It is vital that a record of any design change is made in the aircraft logbook along with the certification of a re-inspection. It is obvious that the design integrity of any aircraft model is compromised if changes or modifications are not recorded or appropriately re-inspected. A failure occurring on an aircraft that is modified with no records could unjustly affect the airworthiness status of the whole fleet at significant inconvenience not to mention cost.

Manufacturers have the same responsibility to ensure their designs remain valid and that any changes are declared and recorded at the time of CAA inspection. CAA also recommends to owners intending to embody any modification, that the first port of call is to enlist the manufacturers support. Any reluctance by the manufacturer to support the proposed modification would make justification more difficult but not necessarily impossible.

Class 2 microlight aircraft that have been modified without the re-inspection or logbook record are not airworthy and this invalidates the flight permit. It is the operator's (owner) responsibility to ensure the aircraft is maintained in an airworthy condition, but holders of inspection authorities should also be aware that they cannot sign off the annual condition inspection on aircraft they know have been modified and not re-inspected.

On the matter of annual condition inspections it is also worth remembering that if you, as an inspection authorisation holder, are not familiar with an aircraft type design to the point where you would not notice an installed modification, it may be appropriate to decline to undertake the inspection.

Inspection Authorities.

In 2010 we can all look back over the history of microlighting in New Zealand and say WOW, how things have changed (okay, in a small number of cases they haven't but the Dac's and Scouts are few and far between even though they still have a place with enthusiasts).

Today the vast majority of microlight aircraft compete with and often exceed the performance of basic GA trainers. Even crossing the Tasman is not that exceptional any more. These modern types are now featuring systems and structure that are no longer able to be considered simple.

With this in mind some members of the microlighting community and the CAA are reviewing the inspection authority process and considering possible improvements to the existing system. The process adopted by Gliding New Zealand may be a comparative one to assess. I am aware that some inspection authorisation holders are concerned about the responsibilities that they undertake when certifying an annual condition inspection. This is understandable and is the daily reality for licensed aircraft engineers working on aircraft across the various sectors.

As mentioned earlier the necessity to be familiar with the aircraft type, its systems, construction methods and structure is vital. Yes, just for annual condition inspections. Remember this is the only occasion a microlight is surveyed by an independent person in a 12 month period and even the most fastidious owner may not appreciate developing structural or system problems.

The responsibilities of an inspection authority holder is about to become very apparent to those holders that are asked by operators to inspect or monitor the embodiment of repairs to the 601 XL aircraft. These modifications/repairs are required by a recent airworthiness directive after the type suffered a significant number of in-flight wing separations overseas.

The modification to the 601 XL is a significant task requiring the mass balancing of ailerons and major structural changes to the wing. Whilst this example is at the higher end of the scale it indicates that the responsibilities of inspection authorisation holders have changed considerably over the years and that a review of the current system is timely.

Most microlight aircraft now come as a bolt together kit rather than "cut, file, glue, rivet" type kit and further, the sophisticated types are usually assembled by the agent. This has the effect of diluting the hand skills of owners and when repairs or modifications such as that mentioned above on the 601XL are required the owner has not always got the skills to take on the job. In some cases this may also be true of the inspection authorisation holder.

Biafran mercy flights

Yan Boerop/Bay of Islands

In the late nineteen sixties a war of attrition was raging in Nigeria between mainly Muslim Nigeria and mainly Christian Biafra. In 1968 Biafra found itself completely surrounded and Nigeria had adopted a policy of genocide by starvation.

The International Red Cross, C.I.C.R. initiated an air bridge based on the Spanish Guiana island of

Fernando Poo, some 60 nm. South of Mount Cameroon on the Cameroon-Nigerian border. The C.I.C.R. had among others chartered a DC6B from Balair, a swing tail DC6B from Kar Air, a DC7C from Martinair Holland and a C130 from the Swedish Air force. The latter also carried 4WD trucks for the distribution of food supplies and medicines into the Biafra interior. Martinair had a bit of trouble finding volunteers for the mission as Nigeria was reportedly in possession of some ancient WWII German flak. After being persuaded by the argument that with the superchargers on High Blower the Seven flies higher than that particular flak could reach and with the promise of free one way tickets to New Zealand for Beryl, myself and our two babies I reluctantly volunteered. As the elder of the two captains I had to accept the role of team leader. My team mates, Capt. Jaap Anspach and his crew in fact flew the majority of the sorties, this really should have been their story.

The Seven, PH DSL repainted a brilliant white with giant red crosses on the tail, wings and fuselage took our two crews plus ground mechanics to Santa Isabel, capital of the tiny island of Fernando Poo. Due to the long delay in getting the air bridge started the food supplies consisting for a large part of dried fish had during the months long storage period accumulated a copious collection of just about every kiewely crawly in the biology text book. After loading the ten tons or so of this gourmet delight the space behind the cockpit needed to be sprayed with several cans of insecticide to keep the aforementioned crawlies out of our hair, trouser legs and other intimate places.

Flights into the Biafra interior were strictly nocturnal as Nigeria was reported to have day fighters but no night fighters and the flak boys no searchlights. Since the flight time was around two hours one way we sometimes achieved two sorties per night. Initially there were two airstrips inside Biafra available to us, Obi Uturu and Uli near the village on Ihiala. The latter being a straight piece of the Port Harcourt to Kano highway. When Obi fell to the Nigerians Uli was the only strip left to deliver supplies to starving Biafra. The road had been widened to 75 feet and was lit by electric flares. Radio communication was on a nightly changing frequency and in code. For instance "Radar contact" means "Cleared to land". In addition to the Red Cross operating from Fernando Poo, the strip was also used by the World Council of Churches' relief flights from the island of Sao Tome and by gun runners from Gabon. Taxiways and loading areas were non-existent and the landing was often performed over the top of parked aircraft with a few more waiting at the other end. Fortunately the strip was plenty long enough. On one trip our luck ran out and we were unable to park at the end of the runway because a consignment of weapons was being unloaded there. Since there is no way you can turn with a 44 foot wheel span on a 75 foot runway we had no choice but to reverse the length of the landing roll which did wonders for the reverse and feathering motors. These are designed to run for no longer than the time it takes to keep the propellers in reverse pitch during the deceleration. The landing back at Fernando with a load of refugees sitting on the floor was out of necessity made without reverse pitch.

My first approach to the strip was memorable. In my worst nightmares that is! Imagine lining up a 50-ton max l.w. beast at 130 knots on a strip of light as wide as a hair surrounded by absolute blackness. Using the yoke for heading corrections inevitably results in overcorrection. After two go arounds we found that the only way to stay lined up was to keep the wings level and use the rudder only. The less than 5-meter margin from the edges of the runway places a smooth flare into the realm of unaffordable luxuries and I can't honestly say I ever made a landing at Uli. We did however perform what we dubbed S.C.C.A.'s. Successfully Controlled Crash Arrivals. Fortunately the landing gear of the seven is as strong as the proverbial brick you know what.

In all our DC7C delivered some 160 metric tons of food and medicine and airlifted hundreds of refugees during our one month long stint. Not a good average but we had to cope with maintenance problems and getting spare parts such as feathering motors. If these didn't keep us grounded the intertropical convergence zone often did. It is however satisfying to think that we did make a difference. I will never forget the sight of the loaders boarding in Uli, tearing at the foul smelling bug infested load and swallowing handfuls of it raw.

S7 forced landing

Jacques de Reeper/Southland

Here is an "interesting" experience that I had on the way to a fly in on Labour Weekend.

I was flying, in my Rans S6, with Ray Keown, who was in his S7. We had just passed over some 'tiger country' overhead Lake Onslow at 9500ft. We were on a chat channel just enjoying the awesome scenery. Ray mentioned that he had a mate at Patearoa and that we should go down and have a coffee with him, but then he said that we may pop in on the way home as we were too high to worry about a coffee.

About 3 or 4 minutes later my engine suddenly started to rev up. I shut the throttle down and then gave it a bit of a rev. The engine revved but I couldn't get any speed. BOTHER!!! I figured that I had just blown up my gearbox. I gave Ray a call and asked him where his mate's strip was. He started to tell me to look for the golf course and it was just past it. I called Ray again and asked him to show me as I only had one shot at this as I had just blown up my gearbox. He then descended and did a low pass over the strip.

I made a high approach and when I was certain of making the strip I did a couple of steep turns and sideslipped in to do a perfect landing. You know it's a shame really, but there's never anyone there when I do a perfect landing and yet when I do a real doozy, EVERYONE sees it.

Anyway when I took the gearbox cover off I saw that the gearset was munted. I asked Ray if he could fly me back home as I had a spare gearbox at home. He agreed and off we went. By the time we got to Gore it was too late to return to my plane on that day so we went to our respective homes and ready for an early start the next morning.

We were off the ground at Gore at about 6:15 am and off to my plane. After a couple of hours I had the new gearbox on and we were airborne. The rest of the trip to the fly-in passed without any other incidents and an awesome weekend was had by one and all.

By the way Ray got a certificate for the longest time flying from a South Island airfield. Rangitata Island fly-ins are ALWAYS a great event and are worth all effort to get there. Last year, 2008, there was no incidents on the way to the fly-in but on the return journey we got absolutely hammered by some rather unpleasant winds but that's another story. Safe flying and soft landings to one and all.