



Recreational Pilot e-zine

Issue 45
April 2011

From the RAANZ office

Affiliated club certificates. We have knocked up a fancy A4 certificate confirming a club is affiliated to RAANZ, suitable to frame and hang on the clubroom wall. I have sent these out to most of the active clubs where I have current club contact details. If your club hasn't received one, get your secretary to contact me- chances are your club contact details are out of date.

Introductory flights and fund-raising. We clarified the rules on introductory flights and fund-raising in our P&P manual back in April last year. We still hear from time to time that clubs are pushing the legal boundaries on this, and putting themselves at risk of getting pinged by CAA, or worse- facing a significant lawsuit from a passenger if anything goes wrong. It's just not worth the risk.

The relevant extract from our P&P manual is reproduced below.

Introductory and cost-sharing flights

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

2011 National Fly-in at Masterton. Many thanks to Phil and his band of helpers for a great time. The weather was on our side, the food legendary, the organisation bang on, the camaraderie icing on the cake. Noticeable that apart from Brent Thomson with his sweet little Kolb, most of the aircraft were grunty 912 powered third generation ships. Seems to be inevitable that specs creep upwards, but I reckon the old rag and tube 2-smoke machines bring a certain sense of daring and excitement that is missing with the bigger point-and-shoot speed machines. The Vintage Aviators' performance Saturday evening brought back some of that excitement.

No photos or reports received from members attending the fly-in. If you have photos and stories, send them in for the next issue.

2012 National Fly-in. Any offers from a club to host it next year? We have a fallback offer if all else fails, but this is your chance to put your hand up if you are interested.

Airworthiness Directives

CAA recently issued some new and updated ADs relating to microlight aircraft.

DCA/MICRO/9B Strut Ends – Inspection and Replacement

Applicability: Model Thruster T600, T300 and TST series microlight aircraft fitted with aluminium alloy flying strut ends.

Note 1: This AD revised to extend the repetitive inspections to every annual condition inspection. DCA/MICRO/9A revised to extend the repetitive inspections to intervals of 100 hours TIS or 6 months whichever occurs sooner.

Requirement: To prevent structural failure due to possible exfoliation corrosion splits in the flying strut ends which can result in the loss of a wing, accomplish the following:

Accomplish the inspection instructions in Thruster Air Services Bulletin TAS/SB 013 issue 2 or later approved revisions.

If any cracks or exfoliation corrosion splits are found, replace affected parts with serviceable parts before further flight.

Note 2: The visual inspection may be accomplished and recorded in the aircraft maintenance records by the aircraft owner or operator.

Note 3: The replacement of aluminium strut ends with steel end fittings terminates the repetitive inspection requirements of this AD.

(UK CAA MPD 2010-006R1 refers)

Compliance: Within the next 100 hours TIS since the last inspection per DCA/MICRO/9B, and thereafter at intervals not to exceed 100 hours TIS and at every annual condition inspection.

Effective Date: DCA/MICRO/9 - 29 July 2010 DCA/MICRO/9A - 25 November 2010 DCA/MICRO/9B - 31 March 2011

DCA/MICRO/11A Rotor Blades – Inspection and Replacement

Applicability: Model Autogyro MT03 and MTOSport gyroplanes, all S/N.

Note 1: This AD revised to mandate the repetitive inspections at every annual condition inspection.

Requirement: To prevent rotor blade failure due to possible cracks, bends and fretting which can result in loss of aircraft control, accomplish the following:

Inspect each rotor blade for cracks, bends and any evidence of fretting per the instructions in Rotorsport UK Ltd. Service Bulletin No. 034 issue 3.

If no cracks or bends are found the aircraft may be returned to service.

If any cracks or bends are found, replace both rotor blades with new parts before further flight.

If any evidence of fretting is found, accomplish a manufacturer approved repair before further flight.

Note 2: A copy of Rotorcraft SB No. 034 issue 3 can be obtained from Rotorsport UK Ltd. at rotorsport_uk@yahoo.co.uk

Note 3: If any cracks, bent blades or evidence of fretting is found report the findings to Rotorsport UK Ltd.

(UK CAA Emergency Mandatory Permit Directive 2010-008R1 refers)

Compliance: Before further flight unless previously accomplished, and thereafter at intervals not to exceed 100 hours TIS and at every annual condition inspection.

Effective Date: DCA/MICRO/11 - 13 October 2010 DCA/MICRO/11A - 31 March 2011

DCA/MICRO/13 Wing Lift Strut Attachment Plates – Inspection and Repair

Applicability: ICP Savannah, MXP-740 Savannah Classic and Savannah VG aircraft, all S/N.

Requirement: To prevent wing strut failure accomplish a detailed visual inspection of the wing lift strut attachment plates and bolts that connect the wing main spar to the front strut for any evidence of cracks, fissures, fretting, deformations, corrosion or oxidation per the instructions in BMAA Service Bulletin 1918 issue 3.

If any defects are found including corrosion (other than mild surface oxidation), accomplish a BMAA approved repair, or a manufacturer approved repair before further flight.

Note: A copy of BMAA SB no. 1918 issue 3 can be obtained from the British Microlight Aircraft Association (BMAA) at <http://www.bmaa.org/contact.php>

(UK MPD 2010-009 refers)

Compliance: By 30 April 2011 unless previously accomplished, and thereafter at every annual condition inspection.

Effective Date: 31 March 2011

Incident/defect reports

Members- to notify incidents or defects, [use our reporting forms](#).

None received this month

Member contributions

Members- if you want to contribute, [email your article](#).

SIXTH ANNUAL NEW YEARS DAY FLY IN 2011

Athol Sowry, Woodville.

New Zealand aviation for 2011 got off to a good start with the sixth annual new years day fly in on Athbey Farm airstrip 4 NM NE of Woodville.

This popular must attend well established very first in the world each new year aviation event is hosted by Feilding airfield based Manawatu Microlight Club and attracts GA and microlight aviators from throughout New Zealand. Previous attendance records were again exceeded of both aircraft and personnel with 40% of aircraft GA and 60% microlight.

Some comments over heard during the day went a bit like this; Where else can you land, taxi up to the garden fence, hop over the style and socialize in a setting like this; Golf is too expensive for me but this type of flying is affordable; I've never missed a fly in here yet, I don't know where the year goes but for me the sooner next new years day comes around the better.

The big disappointment of the day was the South Island Aircraft that made it as far as Masterton only to sit on the ground with Masterton pilots in low cloud while just 40 miles away Woodville was bathed in sunshine.

With an impressive list of aircraft types having visited Athbey Farm airstrip over the years, 6 more first of type were noted this year, RV3; Edgar Percival EP9; Glasair; Champion; TL 2000 Sting and the Rotax 912 powered Hanuman, the Manawatu Microlight Clubs new trainer, proving to be very popular with club pilots so far type rated.

Manawatu Microlight club are planning a day of trial flights at Woodville in conjunction with the Athbey Farm hanger opening presently under construction, details to be posted on www.manawatumicrolightclub.org.nz.



The SkyNav GPS project - Ian Boag

A moving map GPS is one of those things I thoroughly approve of. Naturally I really do my navigation by looking out the window and marking where I am on the Airways wallpaper. However a GPS does great things for situational awareness. Naturally no-one would just point a GPS at Waipuk and fly along the line but it does help to have the line there

Ideally (for me) a GPS should have a colour moving map screen and a simple user interface. Touch screen control is better than switches. Airfield plates I can do from the book. Airspace and terrain warnings are nice, but not critical. Airspace I can read off the map and terrain I can see out the window. If I can't see terrain out the window I shouldn't be there.



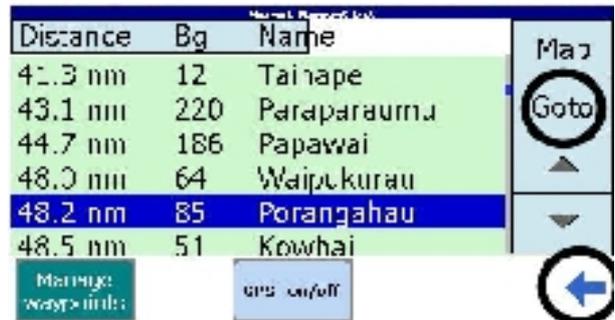
The Garmin 296 at \$2k+ and the Aera at \$1.2k+ both meet these specifications and then some. In general aviation GPS's that meet my requirements seem to start around \$1.5k which is more than I want to spend. All top class gear.

I wanted to set up a GPS that cost less than this. Also I wanted it to be so simple that it is hard to inadvertently transfer to (and get lost in) a different screen. It is not easy (or a good idea) to devote attention to figuring out which wrong buttons you have pressed to end you up in a screen where you don't want to be while you also concentrate on flying the aircraft.

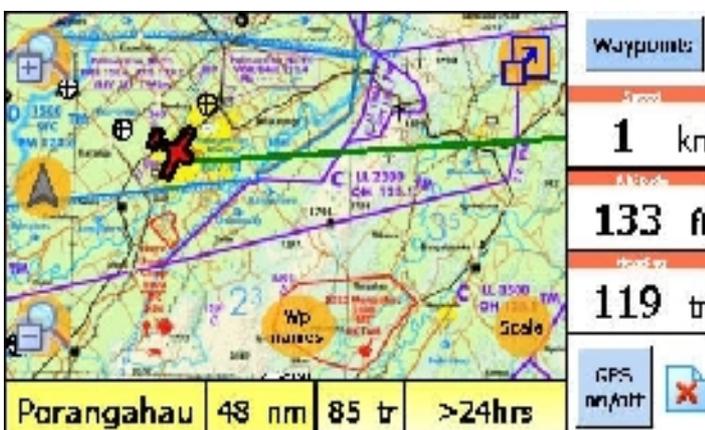
I started with a (generic from China) car GPS which is actually a pocket computer running Windows CE. I added the OziExplorerCE software (from OziExplorer) and the electronic VNCs (from Airways). Then I created a simple screen setup. There is just one map screen which can be modified (zoom, full-screen, course up etc) with on-screen buttons. There is another screen with a waypoint list. It takes about ten minutes reading the manual and pressing buttons to learn how to drive. It is difficult to get lost in device screens. People I have shown it too seem to like the simplicity.

The basic GPS functions are available on a zoomable colour moving map with touch screen controls. The GPS maps are VNCs, so the GPS screen and the paper map on your knee show exactly the same information in the same colours. This is a big plus. The option to display numeric information gives track, speed and height plus info about the next waypoint - name, distance, bearing and time to arrival.

The device comes with all AIP airfields in a waypoint list that you can easily add to..



That is all it does. No multi-point routes. No airfield plates. I called it SkyNav because people kept asking what brand it is. "A generic Windows CE car GPS with OziExplorerCE software, electronic VNCs and a custom user interface" is too big a mouthful. KISS was the overriding principle.



The device still has the turn-by-turn car GPS functionality and bluetooth for your phone and music into your FM radio off the SD card etc etc.

As an aviation GPS - relative to the Garmins and the like, the function set is a bit limited. However at \$395 the price seems to be considered reasonable. Users seem to like it and I am satisfied how it has all panned out.

There is more information at www.skynav.co.nz or by email to info@skynav.co.nz.

What's on

Want your event listed here? [Email me](#)

Richard Pearse Memorial Rally

22-25 April, Woodbury, South Canterbury.

See ad at end of newsletter.

Membership changes

John Levers	Bay of Islands Aero Club	Advanced National	Joined
Adolf Labuschagne	Bay of Plenty Microlight Assn	Advanced National	Upgrade
James Rogers	Manawatu Microlight Club	Advanced Local	Upgrade
Ben Stevens	Waikato Microlight Club	Advanced National	Upgrade
Peter Collins	Canterbury Recreational Aircraft Club	Advanced Local	Upgrade
Derek Mohi	Central Hawkes Bay Aero Club	Intermediate	Upgrade
Hamish Hamilton	West Coast Microlight Club	Intermediate	FRT0
Wendy Milne	Central Hawkes Bay Aero Club	Novice	FRT0
Michel Babou	Bay of Islands Aero Club	Senior Flight Instructor	Upgrade
Shaun Holt	Gyrate Flying Club	Novice	Joined
Christopher Skippen	Nelson Microlight Club	Novice	Joined
Paul Shepherd	Wairarapa Ruahine Aero Club	Advanced National	Joined
Brian Wilson	West Coast Microlight Club	Novice	Joined
David Eyre	Gyrate Flying Club	Novice	Joined
David Hughes	Southern Recreational Aircraft Club	Advanced National	Joined
David McMillan	West Coast Microlight Club	Advanced National	Joined
Bryant Rowe	Wairarapa Ruahine Aero Club	Advanced National	Joined
Desmond Gyde	Coromandel Flying Club	Advanced National	Joined

PLAN NOW - - Easter Weekend 22-25 April 2011

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

Camping area

Woodbury Town

650 m

Wash Boat

Phone/Fax....

03 686 0783 Or 0274 921642 or dsccott@mccain.co.nz

For Information

*organised by
South Canterbury Microlight Club Inc*

