



# Recreational Pilot e-zine

Issue 46  
May 2011

## From the RAAZ office

### RAAZZ membership renewals

A few years back we separated RAAZZ membership payment from the BFR. This was to make life easier for the instructor- he/she didn't have to worry about the money side, just the flying stuff. And it also let people pay by credit card or direct credit rather than just cheque or cash.

The downside to this is that there is no 'policeman' to ensure membership remains current, and at any time there are about 100 members who have a current BFR (and therefore likely to be active fliers) but expired membership.

That's \$7000 of lost or outstanding funds for RAAZZ- enough to cover the cost of an IA or Instructor roadshow or other significant member service. Or \$10-15 of your annual membership fee paying for these guys to fly free.

We don't plan to go back to go back to the Instructor being the debt collector- we need the convenience of credit card and direct credit payment. **But we are asking instructors to check that a pilot's membership is paid up for the duration of the CMV being signed off.** For example, if you are about to issue a CMV for 2 years following a successful BFR, ask for evidence that membership is paid up for that period.

We think that the need to fly is the best incentive to keep membership current!

**Pilots- this means that as well as presenting your logbook and medical for inspection at BFR time, you also need to show evidence of paid up membership.** RAAZZ now issues a membership receipt and confirmation for that purpose.

This way we can keep membership low and still provide the services you need.

## Airworthiness Directives

From **Rex Kenny**

I have been asked what action CAA took over a defect report submitted in November 2009 after a Tecnam suffered an in-flight engine failure due to a fuel pump inlet filter becoming blocked.

The resulting action was the CAN which it seems some are unaware of.

***Could you circulate as widely as possible please and also advise that this problem may not be restricted to this type of pump only. I believe the Bantam B22 has a similar problem.***

## Continuing Airworthiness Notice – 28-006

### Pierburg-Kraftstoff Electric Fuel Pumps P/N 7.21440.53.0

02 February 2010

Issued by the Civil Aviation Authority of New Zealand in the interests of aviation safety. A Continuing Airworthiness Notice (CAN) is intended to alert, educate, and make recommendations to the aviation community. A CAN contains non-regulatory information and guidance that does not meet the criteria for an Airworthiness Directive (AD). The inspections and practices described in this CAN must still be carried out in accordance with the applicable NZCAR Parts 21, 43 and 91.

**The contents of this notice are ADVISORY ONLY and are NOT MANDATORY.**

CAN numbering is by ATA Chapter followed by a sequential number for the next CAN in that ATA Chapter.

### **Applicability:**

All Tecnam aircraft models fitted with a Pierburg-Kraftstoff electric fuel pump P/N 7.21440.53.0. These electric fuel pumps may be fitted to other aircraft types.

**Purpose:**

This Continuing Airworthiness Notice (CAN) advises operators/maintainers of Tecnam aircraft and any other aircraft type fitted with a Pierburg-Kraftstoff electric fuel pump P/N 7.21440.53.0 that there is a fuel filter fitted in the fuel inlet of the electric fuel pump. The Tecnam periodic inspections schedule in the Tecnam P92 Echo & P92-S Echo maintenance manual requires electric fuel pump filters to be cleaned every 100 hours TIS. Affected aircraft may also have an inline fuel filter fitted in the fuel line between the gascolator and the electric fuel pump.

**Background:**

This CAN is prompted after an in-flight engine failure which was caused by fuel starvation due to a blocked electric fuel pump filter located in the fuel inlet of the electric fuel pump body. The aircraft also has an inline fuel filter fitted in the fuel line between the gascolator and the electric fuel pump which was found serviceable. However, evidence revealed the operators/maintainers of this aircraft were unaware of the fuel filter located in the fuel inlet of the electric fuel pump body and the requirement to clean this filter every 100 hours TIS.

**Recommendation:**

The CAA recommends operators/maintainers of Tecnam aircraft and any other aircraft type fitted with a Pierburg-Kraftstoff electric fuel pump P/N 7.21440.53.0 remove and clean the electric fuel pump inlet filter every 100 hours TIS. This check should be carried out in conjunction with the cleaning/replacement of any other filtration elements in the fuel system. Access to the electric fuel pump filter can be gained by removing the flexible fuel line at the pump inlet and withdrawing the filter for cleaning.

**Enquiries:**

All other enquires regarding this CAN should be made to:

Owen Olls

Airworthiness Specialist

Email: [ollso@caa.govt.nz](mailto:ollso@caa.govt.nz)

Phone: 04 560 9569

**Airworthiness Directive – Rotax 912 and 914 Series Engines**

This **emergency AD** is prompted by a report from the manufacturer and EASA of finding defective magneto flywheel hub washers during a production process review which exceeded the hardness in the design specification. Due to possible cracks developing in the magneto flywheel hub washer which could result in loosening of the magneto flywheel hub, ignition system failure and loss of engine power, this AD mandates the replacement of the affected washer and associated gasket ring within the next 10 hours TIS or by 19 August 2011 whichever occurs sooner.

**DCA/ROTAX/22 Magneto Flywheel Hub Washer – Replacement****Applicability:**

Rotax 912 A1, 912 A2, 912 A3 and 912 A4 engines, S/N 4,410.888 through to 4,410.899

Rotax 912 F3 engines, S/N 4,412.986 and 4,412.987

Rotax 912 S2, 912 S3 and 912 S4 engines, S/N 4,924.087 through to 4,924.139 and 4,924.141 through to 4,924.166

Rotax 914 F2, 914 F3 and 914 F4 engines, S/N 4,420.970 through to 4,420.990, 4,420.997 and 4,421.001 through to 4,421.003.

These engines are known to be installed on, but not limited to, the following types of aeroplanes: 3-i Sky Arrow 650 TC, 650 TCN, 650 TCNS and 710 RG; Aeromot AMT-200 Super Ximango and AMT-300 Turbo Super Ximango; Aircraft Philipp (formerly Alpa-Werke; Nitsche) AVO 68 series Samburo; Aquila AT01; Cessna 150 and A150 series; and (Reims) F150 and FA150 series; Diamond (formerly HOAC) H 36 Dimona, HK 36 series Super Dimona, DV 20 Katana and DA20-A1 Katana; Evektor-Aerotechnik EV-97 VLA; Grob G 109; Issoire APM-20 Lionceau; Scheibe SF 36R and SF 25C; Stemme S10-VT; Tecnam P 92-J, P 92-JS and P2002-JF; W.D. Aircraft D4 Fascination.

**Note 1:** The installation of these engines was either embodied by the respective aeroplane manufacturer or through a modification by STC.

**Requirement:**

To prevent ignition system failure due to possible cracks in the magneto flywheel hub washer which could result in loss of engine power, accomplish the following:

1. Replace washer P/N 944072 and associated gasket ring P/N 950141 on the magneto ring flywheel hub

per the instructions in paragraph 3 of BRP-Powertrain Mandatory SB-912-058 or SB-914-041 as applicable. Return the defective washer to the manufacturer per the instructions in paragraph 1.13 of SB-912-058 or SB-914-041 as applicable.

2. An engine affected by the requirements of this AD may not be installed on any aircraft unless washer P/N 944072 and associated gasket ring P/N 950141 have been replaced per the requirements in this AD.

**Note 2:** BRP-Powertrain Mandatory SB-912-058 and SB-914-041 (same document) dated 15 April 2011 or later approved revisions of this document is acceptable for compliance with the requirements of this AD. (EASA AD 2011-0067-E refers)

**Compliance:**

1. Within the next 10 hours TIS or by 19 August 2011 whichever occurs sooner.
2. From 19 April 2011.

**Effective Date:**

19 April 2011

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## Incident/defect reports

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

## Atec Zephyr ZK-ZFR

Pilot was distracted during pre-takeoff checks and never went back and checked canopy locked. Canopy was only partially locked- not completely.

Canopy blew off in flight causing control difficulties. Pilot was able to safely return aircraft to ground.

Pilot kicking himself where it hurts!

**Note:** *Checklists are an important safety item, as they help remove human variability from the equation. Try to avoid any distraction while carrying out checks. If you are distracted or have to break off from a checklist- start again from the beginning.*

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## Member contributions

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

There were no member contributions this month.

You want interesting stories and pictures?.....You know what to do!

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## What's on

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

### The Manawatu Microlight Club annual Dawn Raid

When: Sunday 29th May.

Venue: Taonui Airfield, Feilding.

Spot Landing on arrival and barbecue to follow.

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## Membership changes

Philip Richards	Canterbury Recreational Aircraft Club	Upgrade	Advanced National
Michael Marsh	Waikato Microlight Club	Upgrade	Advanced National
Murray McMillan	South Canterbury Microlight Club	Joined	Advanced Local
Donald Franklin	NZ Autogyro Association	Joined	Novice
Peter Chaffey	Gyrate Flying Club	Joined	Novice
Paul Rutledge	Eastern Bay of Plenty Microlight Club	Joined	Novice
Graeme Peek	Southern Recreational Aircraft Club	Joined	Novice
Peter Law	Stratford Sport Fliers Club	Joined	Advanced National
Easwaran Krishnaswamy	Canterbury Recreational Aircraft Club	Joined	Advanced National
Alan Wright	Gyrate Flying Club	Joined	Flight Instructor

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