RAANZ

# Recreational Pilot e-zine

Issue 69
April 2013

## 2013 fly-in, Gore

The Gore fly-in went off pretty smoothly- the local weather was good, but low cloud to the north did prevent some from making the trip.

The boys down there have a lovely spot- good airfield with zero landing charges, plenty of wide open country with enough hills and ranges to make it interesting...and still quite a bit of green stuff on the paddocks that us northerners haven't seen in a loooong time.

Turnout was down somewhat because of the distance and weather enroute, but those that did get there had a good time.

There were a couple of incidents relating to circuit operations- joining and in-circuit. At a fly-in, there will be other aircraft arriving, departing and in circuit. All will be depending on all obeying circuit rules for separation and safety. It's basic flight planning and airmanship to carry the landing charts and familiarise yourself with local procedures, vectors, circuit direction, frequencies and reference points. And specially when it is likely to be busy- **arrive high** (ie standard 1500 AGL rejoin unless proscribed) and **depart low** (1000 feet until well outside the circuit). And of course- **lookout, lookout, lookout**.

Star of the show for me was the little CriCri ZK-LBW. Poor old Rodger was forced to fly it as his son and rightful owner is not yet rated on it. That little baby is certainly not just a pretty face that can only go round the circuit- it's got long and fast legs (100+ knot cruise, 250NM range).

A big thanks to the Southlanders- good show!

## More fly-in feedback

Dear organizers of the RAANZ 2013 Gore Fly In

I am writing as a letter of appreciation. This event was well organized with the welcoming flair of southern hospitality and fantastic food. It was a pleasure to help out with going to Stewart Island and the beach landing at Cathedral Caves, which was a trip I very much enjoyed.

To be awarded the Kevin Ryan Memorial Trophy excellence in aviation was very much unexpected and a complete honour to be awarded with. Thank you very much.

Ruth and I organize a monthly fly away each month for our students, private owners and anyone interested in participating. We had not been to a RAANZ fly in for approximately 5 years so decided to have our March fly away as the RAANZ fly in. Because this was Wanaka show weekend we were unable to encourage these guys to join as.

Our next fly away is Ohau in April, I will send a copy of our next news letter which we will write in the next few days and forward. Anyone is more than welcome join in.

Thank you for a great event

Kind Regards
Wayne Allanson/ATO

## RAANZ online exams

You can now take the RAANZ pilot exams online. This option will suit those clubs/instructors that have a PC in the flight office. For those prefer the go-anywhere convenience of paper-based exams, that option remains.

Same questions as the current option of printed exam papers, but with the advantage immediate feedback of correct answers and results.

To access the online exams, go to **Instructors/Online Exams** from the website navigation sidebar, and follow the instructions. The instructor needs to log in both at the beginning and end of the session to confirm their presence and that the exam has been carried out under controlled conditions.

On completion you can immediately review the results and correct answers. Formal notification of results will follow a few days later- we haven't turned on automatic formal notification yet until we have a few runs under our belt and know the system is robust.

A few instructors have been using the system under beta test, with only one reported problem, so we are reasonably confident this will not be another Novopay fiasco. But we do recommend that you **save and/or print the results page** so there is a backup record should there be any problems.

This system also makes it much easier to build and maintain the question pools. We welcome input from instructors on errors, corrections, and **more questions**- particularly for NAV, TECH, and GYRO.

## Feedback re the Massey CFZ proposal

Dear RAANZ,

I strongly support the request to have CFZs across, hopefully, all the country. Or something with a different name that has the same effect.

There is a 'Peninsula CFZ' covering the Coromandel peninsula and it is a pleasure to fly there knowing for sure that no-one has any doubt which frequency to be on. You have good situational awareness as you hear who is doing what over the peninsula and the 5 or 6 aerodromes within it.

I too read the Vector article and there have been many more like it,pointing out that 119.1 is not a general purpose frequency and one should be on FISCOM. Which is legally correct, but just doesn't work.

When tracking down the West Coast past Auckland there is RA and Taharoa on 119.1, and you have got to listen to those within 10 nm, and some pilots switch back and forth between 119.1 and FISCOM at different points (or forget, or judge the 10 nm differently) so you really don't know who is on what frequency.

Whereas in the Peninsula CFZ there is a nice line on the chart that leaves no doubt.

The CAA delays could be because CFZs are not 'ICAO' approved, and CAA has to

be seen to be following ICAO, so the CFZs just get too hard basketted.

But there is something wrong when one is out flying, and knows that other traffic could be on any one of several frequencies. Not good for flight safety.

Cheers,
Harvey Lockie/ATO

| EASA | EMERGENCY AIRWORTHINESS DIRECTIVE |
|---|---|
| | **AD No.: 2013-0055-E**<br><br>**Date: 06 March 2013**<br><br>Note: This Emergency Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation. |

This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].

| **Design Approval Holder's Name:** | **Type/Model designation(s):** |
|---|---|
| BRP-POWERTRAIN GmbH & Co. KG | Rotax 912 and 914 engines |

| | |
|---|---|
| TCDS Number: | EASA.E.121 and EASA E.122 |
| Foreign AD: | Not applicable |
| Supersedure: | None |

| **ATA 72** | **Engine – Cylinder Head Section – Inspection / Replacement** |
|---|---|
| Manufacturer(s): | BRP-Powertrain GmbH & Co. KG, BRP-Rotax GmbH & Co. KG; Bombardier-Rotax GmbH & Co. KG; Bombardier-Rotax GmbH |
| Applicability: | Rotax 912 A1, 912 A2, 912 A3 and 912 A4 engines, serial numbers (s/n) 4,410.965 through 4,410.976 inclusive.<br>Rotax 912 F2, 912 F3 and 912 F4 engines, s/n 4,413.013 through 4,413.017 inclusive.<br>Rotax 912 S2, 912 S3 and 912 S4 engines, s/n 4,924.468 through 4,924.491 inclusive.<br>Rotax 914 F2, 914 F3 and 914 F4 engines, s/n 4,421.156 through 4,421.169 inclusive.<br>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 Alpla-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, P2002-JR, P2002-JS and P2006T; **W.D. Aircraft** D4 Fascination.<br>**Note:** The installation of these engines was either done by the respective **aeroplane manufacturer** or through modification of the aeroplane by Supplemental Type Certificate. |

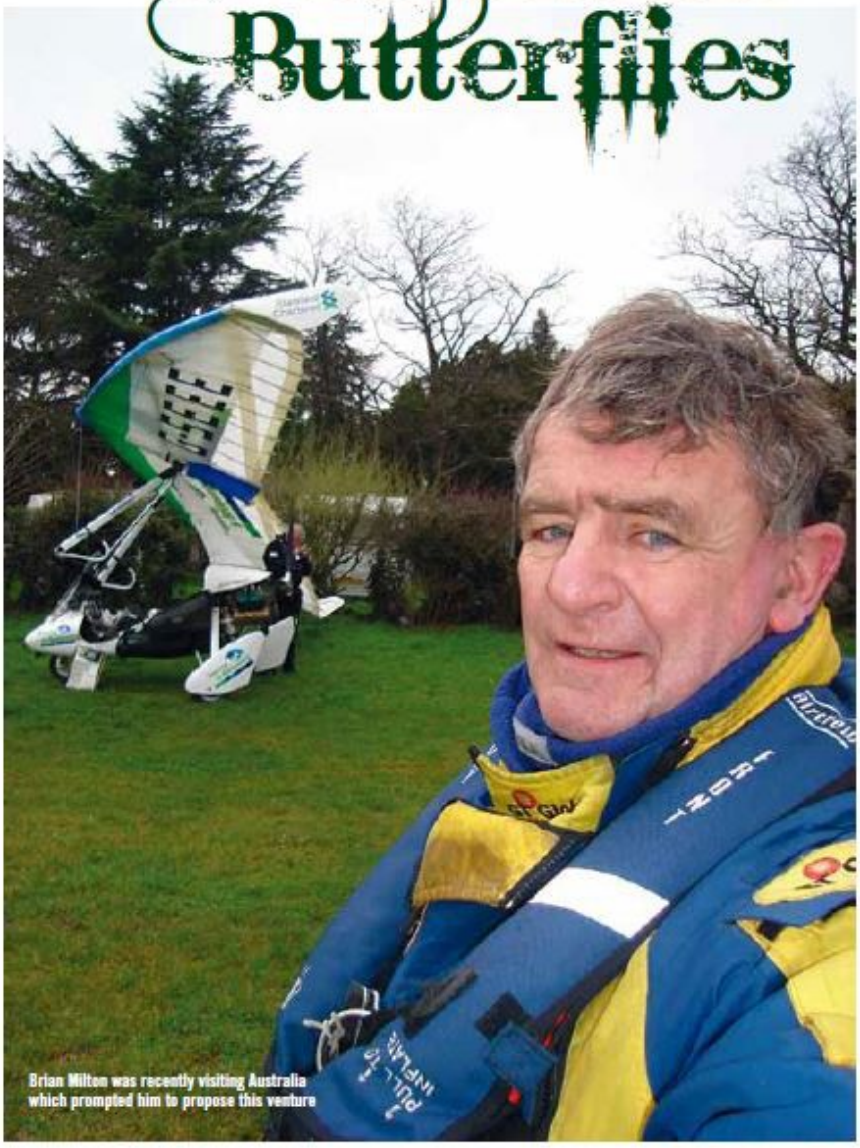
| | |
|---|---|
| Reason: | During a production test run, a non-compliance of the installed cylinder head assembly of cylinder no. 2 and 3 (2/3) was detected, which may result in a latent defect on a limited number of engines. The affected cylinder heads may not have been manufactured in accordance with the specification.<br><br>This condition, if not detected and corrected, could lead to an oil leak in the intake channel in the area of the valve guide. The affected non-conforming cylinder heads may have small machined through holes, which can increase the oil consumption and can lead to oil starvation, possibly resulting in engine stoppage or in-flight engine shutdown and forced landing, with consequent risk of damage to the aeroplane and injury to occupants.<br><br>For the reasons described above, this AD requires inspection of the affected cylinder head assemblies and, depending on findings, replacement of the cylinder head assembly.<br><br>This AD also prohibits installation of an affected engine on an aeroplane, unless the affected cylinder head assembly of that engine has passed the inspection as required by this AD. |
| Effective Date: | 08 March 2013 |
| Required Action(s) and Compliance Time(s): | Required as indicated, unless accomplished previously:<br><br>(1) Within 5 flight hours or 20 days, whichever occurs first after the effective date of this AD, inspect the cylinder head assembly of cylinder no. 2 and 3 (2/3) in accordance with the instructions of Section 3 of BRP-Powertrain Alert Service Bulletin (ASB) ASB-912-062 or ASB-914-044 (published as a single document), as applicable to engine type.<br><br>(2) If, during the inspection as required by paragraph (1) of this AD, excessive deposits (oil or carbon) are found on one of the spark plugs, before next flight, replace the affected cylinder head assembly with a serviceable one in accordance with the instructions of Section 3 of BRP-Powertrain ASB-912-062 or ASB-914-044, as applicable to engine type.<br><br>(3) From the effective date of this AD, do not install any affected engine (type and s/n as listed in the Applicability section of this AD) on an aeroplane, unless that engine has been inspected and, depending on findings, corrected as required by this AD. |
| Ref. Publications: | BRP-Powertrain ASB-912-062 and ASB-914-044 (published as a single document), dated 05 March 2013.<br><br>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD. |
| Remarks: | 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.<br><br>2. The results of the safety assessment have indicated the need for immediate publication and notification, without the full public consultation process.<br><br>3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu.<br><br>4. For any question concerning the technical aspects of the requirements in this AD, please contact: BRP-Powertrain GmbH & Co. KG, Telephone: +43 7246 601 0; Fax: +43 7246 601 9130; E-mail: airworthiness@brp.com, Website www.rotax-aircraft-engines.com. |

# The ANZAC Butterflies

## My Modest Proposal:

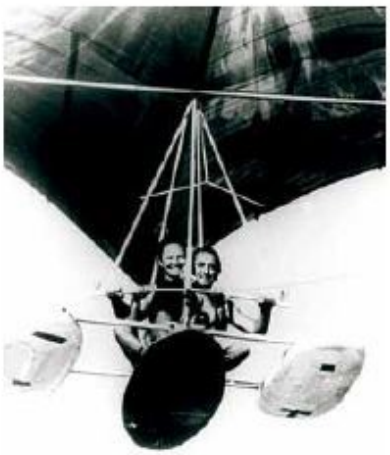
Why is it that British pilots have roamed the world in tiny microlights over the last 25 years, yet no Australian has yet flown to England? Three of the giants of microlight flying, that branch of the New Aviation that began with crude hang gliders, are Australian.

*by Brian Milton*



Brian Milton was recently visiting Australia which prompted him to propose this venture

John Dickenson receiving his FAI Gold Air Medal



### Australian Heritage

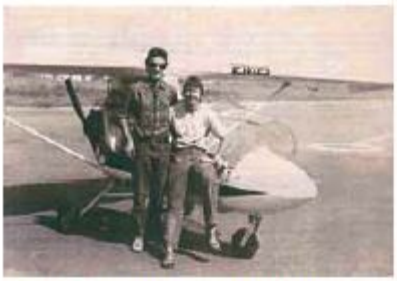
John Dickenson was recently awarded the highest honour in civil aviation, an FAI Gold medal, for having invented a flying wing from the original concept by American Dr Francis Rogallo. If Leonardo da Vinci had used Dickenson's triangle control bar back in 1493 – when Leonardo drew, but did not build what could have been the first flying wing – the whole of human history would have been different.

Bill Moyes, still in there and punching over the age of 80, and the late Bill Bennett, toured the world in the 1970s and 80s and taught the rest of us how to fly like a butterfly. Bill Moyes has often been called the Father of hang gliding, and the rest of us are indebted to his imagination, skill and pugnacious energy. If he and I greet each other by grasping each other's throats, on my part at least, there is admiration in the gesture.

Yet while half a dozen English pilots have flown frail little microlights from England to Australia, why has no Australian flown the other way?

It is not enough to comment, as I have heard, *"Oh, all Poms are mad."* It isn't madness, surely it's an aspiration to true adventure?

One reason Australians don't fly away from their homeland is that it is so big – in the same way as the United States, another big country with no international microlight travellers. There is no culture of long-distance flying among either nation. Why go anywhere else when there is so much to see here?



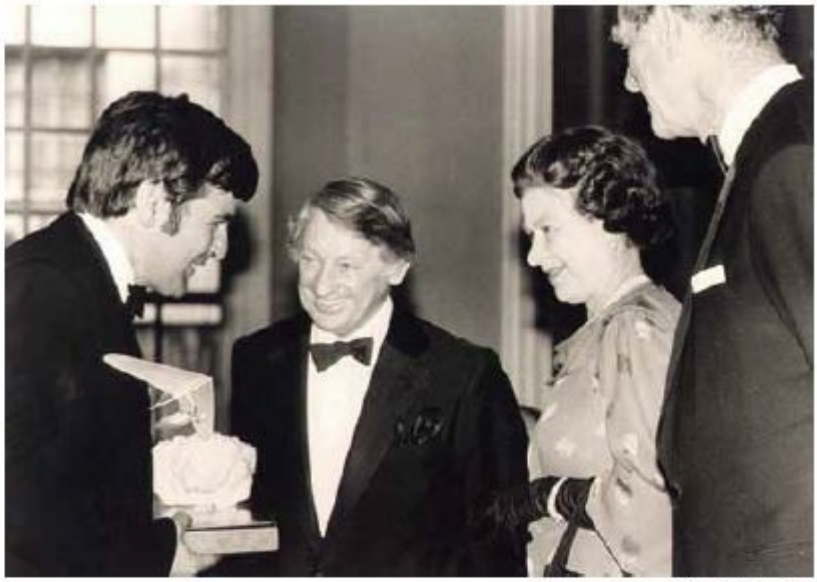
Eve Jackson, courtesy of Flight Line Magazine Jul/Aug 1987

## England-Australia Aviators

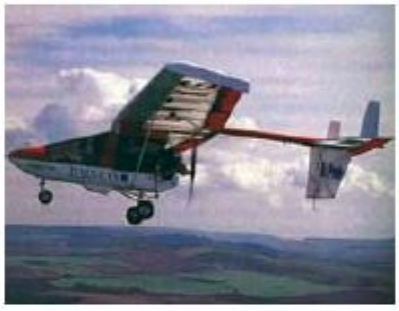
The first person to fly England-Australia in a microlight was an Englishwoman, Eve Jackson. She did it in a CFM Shadow, with a puny 447cc Rotax two-stroke engine in 1986/7, and took 15 months for the journey, only flying when the weather was perfect at departure and destination. There was already a culture of long-distance travel in England, after Richard Meredith-Hardy (RMH) flew from London to Cape Town in 1985/6 on a flexwing trike – like a hang glider with a motorbike slung underneath it. He arrived in the year Eve Jackson took off on her flight, and his journey was leisurely, though he was in the air – alone – for eight hours crossing the Mediterranean, an astonishing feat at the time. RMH went on to become World microlight champion and to fly a microlight over Everest in 2004. It was RMH I called when the blind man Miles Hilton-Barber (MHB) called me at 11pm one winter's Sunday evening in 2007 to ask, *"Will you be my sighted pilot on a microlight flight to Australia, leaving at nine o'clock tomorrow morning?"*

I was the second microlight pilot to fly to Sydney, an official Bicentenary event in 1987/8, and I succeeded despite a number of incidents. Sponsored by the Australian food group 'Dalgety', I was wrecked on a Greek island by strong crosswinds, flipped upside down and driven down the runway. My mechanic, a former British paratrooper and hang glider pilot, Mike Atkinson, had a first-class ticket to Australia, stopping at the capital cities of each country I passed through. He flew in from Athens, laughed wildly, then he and I glued the microlight back together in five days and I flew on. I had an out-landing on a Jordanian road 1200ft below sea-level because of poor fuel (I then came under the patronage of King Hussein of Jordan) and I had three out-landings crossing the 1100-mile Saudi desert.

On Christmas Day 1987, in the middle of the Iran/Iraq war, my engine stopped over the Persian Gulf, 32 miles short of Abu Dhabi, because of a fuel blockage, and I plunged into the sea. I was rescued by helicopter, found Mike Atkinson and six hours later we helicoptered back to find my aircraft deep in the water, but still afloat. We pulled it out of the water and glued it back together again in five days. Mike carried a spare engine as hand luggage – it was that small – so we swapped engines, had more instruments sent out from England and again I flew away. I had one out-landing in India – a collapsed fuel filter – and three out-landings in Malaysia – broken earthing wire, monsoon weather and once to ask the way. There were more adventures in Australia itself, much to the glee of the local media, but I made Sydney in 59 days.



Brian meets Queen Elizabeth II in 19??



Dalgety Flyer, courtesy of the Sydney Powerhouse Museum

Miles and Brian taxi out for departure at Biggin Hill, courtesy of [http://flymicro.com]

My Dalgety Flyer is now on display in the Sydney Powerhouse Museum – at the time it was the only aircraft they had which had done the classical England-Australia flight. It's obviously not as famous as Sir Charles Kingsford Smith's 'Southern Cross' which flew the Pacific, or Sir Ross Smith Vickers Vimy G-EAOU ('Gawd 'elp all of us!'), the ghost of which I had chased from London, still on display at Adelaide Airport.

For nine years this was the longest, fastest microlight flight in history, until the next Englishman, Colin Bodill, beat my time by 10 days in 1998. More importantly, he did it on a trike, wide open to the elements, a return to the open-cockpit flying of the pioneers. (My Dalgety Flyer, like Eve Jackson's CFM Shadow (Gertie), had a cockpit and a canopy, wings, fuselage and tailplane and though technically a microlight, I always felt we rather cheated – it's called 'indoor flying' in some microlight circles back home – and I conceded Colin Bodill's flight was more authentic.)

It was Colin's turn to watch expectantly when I set out in 1998 to become the first man to fly a flexwing microlight around the world. Two of us set off, 120 days later only I came back in it. My co-pilot, Keith Reynolds, didn't lose his life in Russia, just the plot. My record of 120 days beat the previous world record of 175 days for an open-cockpit, single-engined RTW, set by four American Army flyers back in 1924.

It only lasted two years, because Colin Bodill, accompanied by the helicopter pilot Jennifer Murray, an Englishwoman, did their own RTW in 99 days.

It was because of my record, and because he couldn't see that I was 64 years old, that in 2007 MHB asked me that wonderful 'sighted pilot' question and I flew the blind hero by trike, a flexwing, from London to Cyprus. RMH took him on across half the rest of the world in a technically brilliant flight to Sydney.

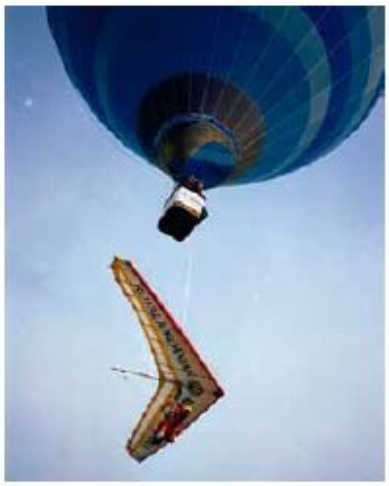
## Other Microlight Pioneers

Other British pilots were roaming everywhere.

Judy Leden and Ben Ashman came under the patronage of King Hussein of Jordan in 1994 when they made the difficult and turbulent microlight flight to the King's capital, Amman, in memory of a young Jordanian girl called Yasmin Saudi who died from cancer at the age of 24. Judy went on to drop out of a balloon in a hang glider from 40,000ft – our own equivalent of the recent Felix Baumgärtner feat – in which the wind was forced under Judy's visor during the drop and froze her eyelashes shut for 15 minutes.

Storm Smith flew a flexwing from India to England the same year I flew around the world – one of the only 'wrong-way' records, into the prevailing wind.

Probably the greatest modern microlight flight was by 'Wheely Dave' Sykes in 2011, flying in a wheelchair under a hang glider wing. He left England the day before Wills and Kate got married and the media,



Judy's balloon drop, courtesy of [hgpg.co.uk]

faced with reporting Dave's flight or ogling Pippa Middleton's bum, made the inevitable tabloid decision. Dave's extraordinary flight was through the height of a northern hemisphere summer – not the time for the prudent to do this, temperatures in the Omani Desert topped 50°C – with no carer and no sponsor, surviving on savings, donations and, sometimes, kindness. The Australian adventurer Dick Smith was especially kind.

Over the Christmas period 2014/5 RMH and Wheely Dave Sykes are leading a contingent of disabled soldiers by microlight across Antarctica to the South Pole.

Other nationalities have made similar flights. The Indian millionaire Vijaypat Singhania flew England to India to great acclaim in the same year as my Australia flight. He was awarded Air Commodore rank in the IAF.

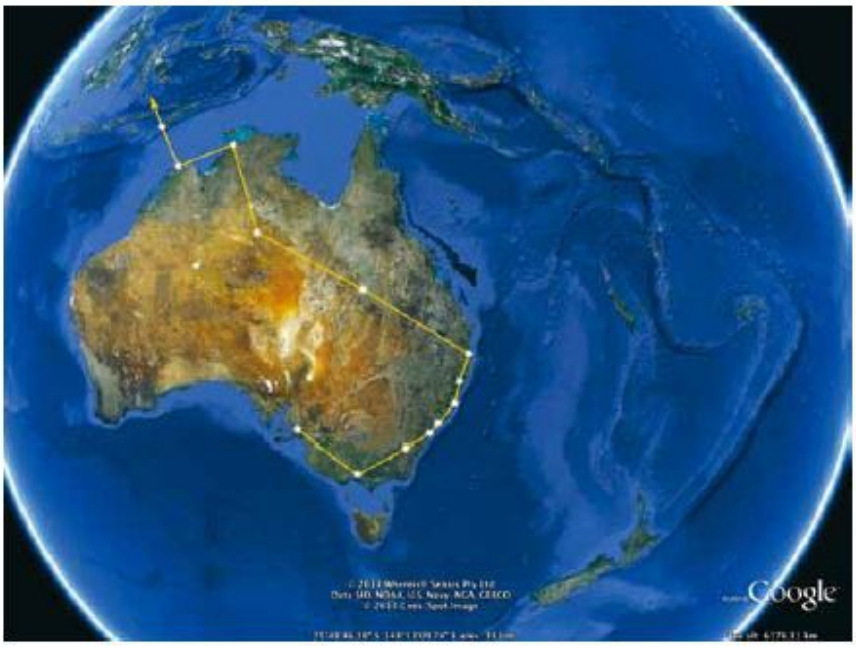
Dutchman Eppo Harbrink Numan took 14 months, harassed by bureaucrats, to cross the north Atlantic in 2001 by microlight. He was virtually ruined financially by the delays, losing his livelihood – a restaurant – to pay his bills.

Frenchman Guy Delage took 26 hours in 1993 to repeat a terrific 60-year old flight across the south Atlantic by pioneer Jean Murmoz made in 1933.

All these foreigners. Not one Australian or New Zealander. Let's change that, shall we?

Flying Dutchman Eppo Numan, courtesy of [www.microlighting.com]

Guy Delage, courtesy of [http://www.dta.fr]




## Commemorating the Anzac Legacy

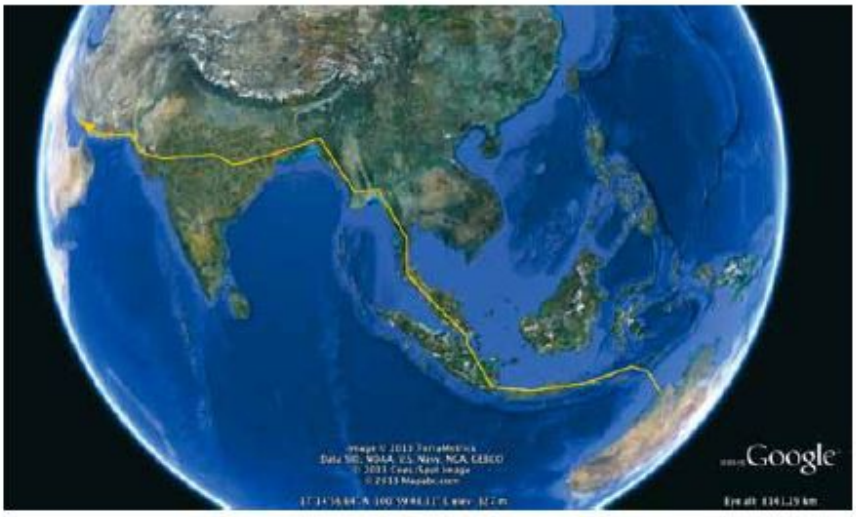
Next year, 2014, is the centenary of the start of the Great War, the war in which a young, trusting Australia came face to face with the modern world, summarised in a single word – Gallipoli.

I wish to suggest that a team of seven Australian trike pilots – one representing each Australian state – and two New Zealanders, also on trikes – one from each island – fly over the classical Empire route to London, taking in the battlefields where so many young Anzacs lost their lives. In tiny tough but fragile trikes, open to the four winds and the elements, this would be an appropriate way to mark the 100 years following the start of that war on 28 July 1914.

The flight should start from Adelaide Airport, home of Sir Ross Smith's Vimy, go via Melbourne, Canberra, Sydney, Newcastle, Port Macquarie and Grafton to Brisbane, before setting off into the Outback via Longreach and Tennant Creek to reach Darwin. From there, they should pick their way of a small air base called Truscott to find the shortest route – 524km – across the 'White Knuckle Route' over the Timor Sea to Kupang in Indonesia.

Afterwards they should broadly follow Ross Smith's pioneering route, as Eve, I, RMH and MHB, and 'Wheely Dave' all did, flying to avoid countries where there's warfare – obviously some problems around Syria and the whole Middle East – to reach Gallipoli by 25 April 2014, on Anzac Day. Their hazardous journey in such aircraft symbiotically reflects the experiences of all those young men sent out into a tough world a hundred years ago, similarly frail, though some of them were lucky enough to survive the experience.

On my big journeys, racing a microlight, I had to complete 300 miles per day – 500km/day – to achieve my targets. Of the 36 flying days I took to reach Darwin, for example, Mike Atkinson estimated that only 10 of them were flyable.

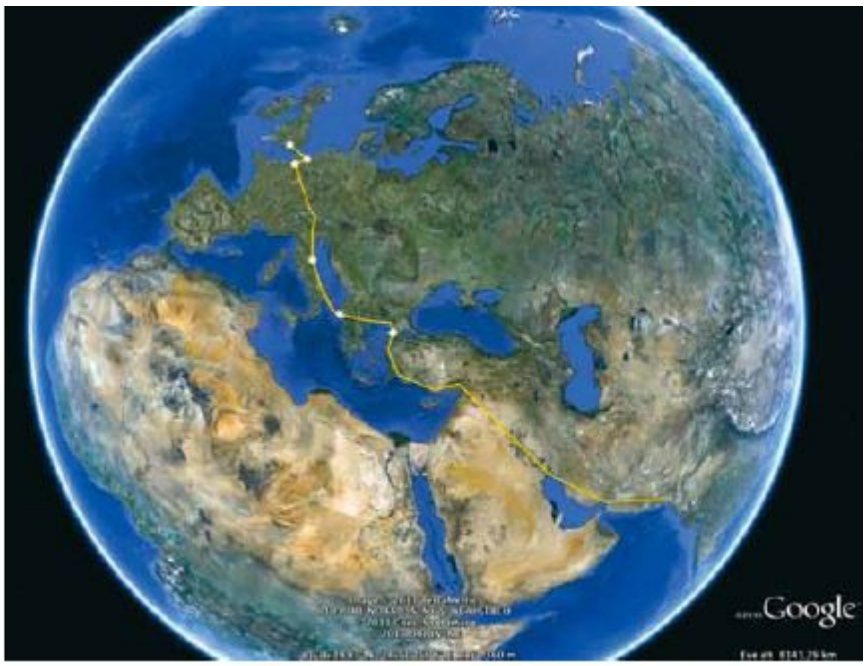


The 'Anzac Butterflies' would be under no compulsion to race and able to make prudent decisions to carry out what is a pilgrimage rather than a race. But they must reach Gallipoli for 25 April 2014.

Subsequently, they could fly on via Greece, Corfu and up the whole east coast of Italy to cross the Alps and fly along the old Western Front to pay homage at other distant battlefields where Anzacs died. They would look for churches and cemeteries, and dozens of poignant locations, but particularly the Somme and Passchendaele, before crossing the English Channel to arrive in London a fortnight or more before the official centenary commemorations.

There are said to be the graves of 61,000 Anzacs from the Great War. This would be a 'People's Way' to acknowledge their sacrifice.

*Brian envisages event funding from each State to sponsor its own pilot, imaginative marketing – a good press conference – and surplus going to an appropriate Anzac charity. Interested pilots can contact Brian for more information via [www.brian-milton.com].*




## Membership changes

| | | | |
|---|---|---|---|
| Joe Hignett | Stratford Sport Fliers Club | Advanced Local | Upgrade |
| Dieter Dallmeier | Gyrate Flying Club | Advanced National | Upgrade |
| Lewis Burgess | Canterbury Recreational Aircraft Club | Novice | Exam |
| Heinz Kitzhoefer | Gyrate Flying Club | Advanced Local | Upgrade |
| Mads Slivsgaard | Hawkes Bay and East Coast Aero Club | Senior Flight Instructor | Joined |
| David Harrison | Canterbury Recreational Aircraft Club | Novice | Exam |
| Peter Edwards | Canterbury Recreational Aircraft Club | Novice | Exam |
| Roger Dold | Bay of Islands Aero Club | Novice | exam |
| Steve Allen | NZ Autogyro Association | Advanced Local | BFR |
| Bryan Brunton | NZ Autogyro Association | Novice | Joined |
| Robin Willcox | Nelson Microlight Club | Novice | Exam |
| Taylor Moore | Southern Recreational Aircraft Club | Novice | Joined |
| John Hogg | Wanaka Alpine Pilots Group | Advanced National | BFR |
| Gavin Morley | Hawkes Bay and East Coast Aero Club | Novice | Joined |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