



Recreational Pilot e-zine

Issue 81
April 2014

From the President

Rodger Ward/RAANZ Pres

I have recently had the privilege of accepting the role of RAANZ President. I have been on the RAANZ executive for the last two and a half years but have been involved in the microlight organisation since its inception and been an ATO since around 1985. I was a foundation member of the Manawatu Microlight Club at various times holding positions of; Secretary, CFI and President.

I came into microlighting with a GA background; CPL, Instructor rating and a small amount of hang gliding time. Since 1993 I have resided in Christchurch and am a member of the Canterbury Recreational Aircraft Club. Within the club I have held positions of CFI and President.

My current microlight activity involves a small amount of ATO work flying my Titan Tornado, my son's Cri Cri and enjoying the pleasure my share of the Frank Bailey Mustang.



I have always been amazed by the legislative framework we have for operating microlight aircraft in New Zealand. A lot of our freedoms come with minimal regulation but maximal personal or group responsibility. The framework we have is a result of a lot of work / negotiation by many people over many years and I believe the club based framework of RAANZ is an ideal platform to keep an overview of activity, to help “nip things in the bud” before the press or the Director gets too interested.

A major part of my job is to listen. I welcome good news and constructive suggestions for things that aren't so good.

Outside of microlighting I have been an Air Traffic Controller for 36 years and at present am working in the Christchurch Radar Center controlling above the Waikato and Bay of Plenty areas. When not flying or controlling I run the occasional marathon, Rotorua in May and New York in November, as well as quite a few other shorter events.

I recently attended the National Fly-In at Feilding and I am reassured the movement is in good heart with a fine bunch of enthusiasts and an amazing range of aircraft available.

Regards,

Rodger Ward pres@raanz.org ph 03 3599 671

Want to help Brent bring back the trophy?

Mike Sheffield/CRAC Pres

Many readers will be aware that Brent Thompson, a long time RAANZ member, Senior instructor, ex RAANZ exec member and Propeller Maker extraordinaire has been competing with merit on the local and national aerobatic scene.

Brent, under trying circumstances, has obtained a PPL, a Pitts Special rating and has been selected to represent NZ in a trans Tasman aerobatic contest in Australia in the very near future. RAANZ wish him all the best.

This has been a financial burden for Brent and some local fund-raising events have been held to assist. Should anyone from further afield wish to help Brent with his endeavours then feel free to contact **Mike Sheffield (CRAC President) 03 3276448** or mike6448@xtra.co.nz

Update From Middle Districts Sports Flying Club Feilding

Stan Hyde/MDSFC Vice President

While hosting the R.A.A.N.Z National Fly-in at Feilding along with the Microlight and Aero Clubs the MDSFC was also winding up seven months of fund raising to purchase a new club aircraft as we needed to cover the club short fall in a more modern up to date cross country aircraft.

In the beginning of this project it seemed an almost impossible task as while initially it was to replace the Gazelle a large number of members wanted to try keeping the Gazelle for low cost slow local flying and ab-initio training along with the Tecnam.

As time went by and the bank account grew we knew this could all be possible.

We gave Geoff Rogers a call about his Tecnam Bravo in July last year and made him an offer subject to raising the funds and he stuck with us all the way and on the Friday of the National Fly-in we

were closing the deal by sending a deposit, then down to business of concentrating on the fly-in which we were extremely pleased with, with 80 attending the Saturday night function.



On Wednesday 12th March with the weather looking good Geoff flew the Tecnam for the last time from Dunedin (Taieri) to its new home at Feilding where a good turnout of members made him feel more than welcome. It's a good feeling when your new purchase turns out to be even better than you expected, beautiful to fly and look the part as well.

As all who attended the fly-in know the Gazelle had a bit of a woopsy just before this event and was used for a pre-flight competition. Nothing came out of this that we didn't know about which was good and the old girl will be flying again in the next few weeks all going well.

We can now offer low hourly rate ab-initio flying with the Gazelle and affordable cross country flying in the Tecnam.

We would like to thank Pub Charity and all others that have helped make this move possible, much appreciated – thank you.

Check our website www.theflyingclub.co.nz for regular updates on the club's progress etc or drop in for a coffee and chat if you're passing through.

This seven month journey to fund raise and purchase a new club plane just shows even in this economy if you set your mind to something, don't deviate and stay focused amazing things can happen.

Pictured in the photo is Geoff Rogers (previous owner) after a 4 ½ hour flight from Taieri to Feilding.



Report: 2014 RAANZ National Fly-In Feilding

Ken McKee/Hastings

This years Fly-In was hosted by the three Feilding based microlight clubs, Manawatu Districts Aero Club, Manawatu Microlight Club and Middle Districts Sport Flying Club.

There was a BBQ supper on the Friday for the early arrivals. Others arriving on Saturday made a total of ninety registrations from as far afield as Southland to Northland.

Saturday was sunny with light winds and the competitions were soon under way. Bombing and landings on the airfield were followed by a nice Subway lunch. Then it was the seventy nautical mile navigation exercise. This involved flying from Feilding to Foxpine airfield then to Koputaroa airstrip (SW of Shannon), picking up sealed envelopes at each, then via the Western Taranaki to Ashhurst and back to Feilding. Crews had to answer fifteen questions, a well considered mixture of identifying ground features along the course and general airmanship knowledge.

Saturday evening was the dinner and prize giving, held in the middle Districts hangar. The dinner was delicious, the company wonderful, with much chat. Phil Budding won the bombing competition, Bill Penman the landing (both Feilding based) and Ross Macdonald and Wendy Milne (both from Waipukurau) the navigation. Rodger Ward (now Christchurch based) gave an illustrated talk about the history of the Manawatu Microlight Clubs thirty year history. This was followed by an interesting talk by Bruce Brownlee (Chairman, Feilding Airfield) about his experiences, flying an air ambulance service throughout the North Island.

Sunday morning breakfast and more chat, then the goodbyes. With all the visitors leaving for home, richer for the experience. Many thanks to all the Manawatu folk for their efforts in making this another successful RAANZ Fly-In, well done.

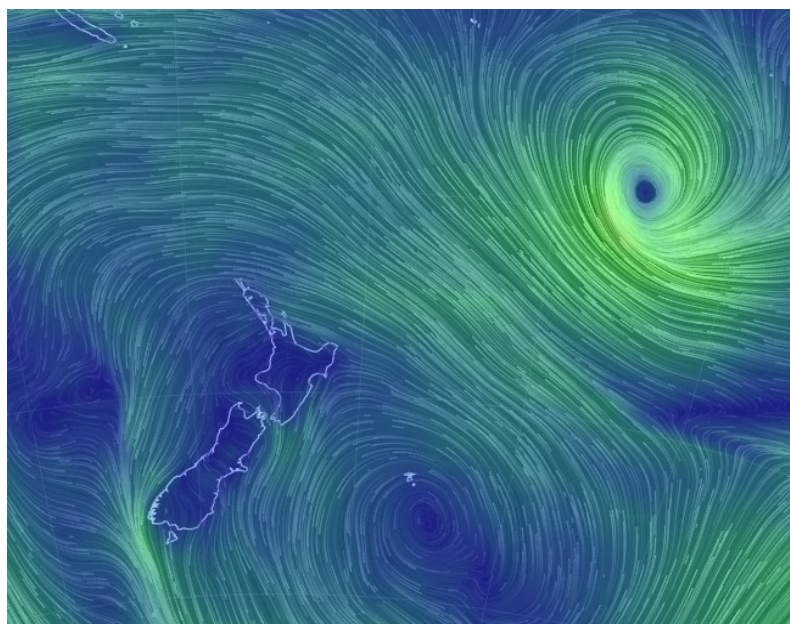
Another interesting weather website

Want a visualisation of air circulation and winds around the world? Check out earth.nullschool.net.

Click on the EARTH logo to bring up options such as date/time, pressure altitude, data to be displayed, etc.



Not a substitute for real aviation weather, but a handy way to visualise and understand what is happening in the atmosphere. The jetstreams at the 250hPA level are impressive!



An April story from Cap'n'Barb- Part 1

Cappy Thomson/Kerikeri

Six am Sunday April 1st

Dawns a perfect day to fly to Kaitaia to take delivery of a B22 Bantam microlight. A short flight in my B20 Bantam to Cliffs strip where he keeps his Piper Pacer and we're airborne at 10am flying north up the west coast approaching Muriwai- two microlights enjoying the conditions, a close look at one of them reveals an ageing Bantam and the pilots grin quite visible or was it a shocked expression as we snuck up on him.

One hour forty five minutes later were overhead the strip North of Kaitaia and sussing out the marginal farm strip, no problems for Cliff and after a touchdown that only an old pro could make we taxied to a stop beside my new possession.

Not a pretty sight as the nose cone had been patched for the flight to her new home after a brush with a fence on a downhill vector. Brakes do make a plane safer. No propeller- my god it's not jet propelled is it? No Kim's got the prop off it fitting another blade as one was damaged in the fence along with the pod K says one problem the blade is 6mm shorter than the other ones. No problem we'll shorten the other two 6mm which worked fine not out of balance and duly installed.

Firing up the 503 was normal procedure and a short run up to 6300 R P Ms all systems go. Lunch time and Kim's wife makes us welcome and gives us a nice lunch.

One thirty and I should be in the air as the return trip including a fuel stop will take 5 hours, plus or minus the wind factor. Fuel is poured into the tank through a gauze funnel and another 20 litres I strap to the passenger seat along with my primer pump that I can transfer fuel from the container to the main tank in flight, a system I have used many times in my B20 giving me an endurance of 3 hours safe flight.

Time for a pre-flight all seems fine although the fuel filter concerned me a little as the only support for it is the reinforced type fuel hose however K informs me that he hasn't experienced any problem with it but says the water drain cock did come apart on him and suggested that all that type should be lock wired to eliminate that occurring as he had done. No sign of any water in the glass bowl filter which incidentally hangs immediately below the fuel tank outlet.

One fifty strapped in and engine performed I'm ready for the long flight home, the topographical map strapped to my leg.

My heading is direct to Waipapakauri- once there I'll climb to 3000 ft and fly the coast to Baylys Beach then inland to Dargaville and on to Ian Godfrey's strip at Mititai where I planned a fuel stop somewhere between 3 and 5pm not knowing at that stage what time I'd arrive at Kaitaia let alone what time I would be leaving there. Airborne and heading for Waipapakauri God damn I didn't phone Ian and I'm now almost to the coast the B22 quite happy and the 503 humming nicely. What'll I do, turn back, no I'll be at Ian's at 4pm and he's expecting me between 3 and 5pm. I'm planning on sleeping in his hay barn or perhaps he may insist on me sleeping in a real bed, knowing all the time that the Godfrey's hospitality is well known not only in the microlight scene, if I arrive later than 4pm, and probably K will phone anyway. Box on. Beautiful white beach over the pine forest and yes that's a road to Waipapakauri Beach time to get some money in the bank--- that's altitude and don't forget it. Slow climb up to 3000 A S L time for a song, hope my voice doesn't carry too far, -- this is living---damn it this old tub flies pretty comfortable

She's as big as a bomber after my B20 single seater. A little slow and heavy on the stick but at least

I can trim the beast for a straight and level and no stick pressure. I'll probably like this bugger eh.

Ah Hokianga Harbour God that's beautiful that water is definitely not Manukau Harbour material. I have crossed that bar many times and although it is a majestic sight Hokianga Harbour is—whoops a miss strange, God old girl don't let me down here. Was that a miss no, I think I turned my head abruptly and the engine pitch changed. Yeah I can glide from here if necessary anyway to the other side. I'm going to head out to the coast; I'm inland about a mile.

Boop-boop shit that's a couple of misses---Blah crap no power what's happening here, that's partial engine seizing no power motor is useless keep the speed at 50 yes I can make the coast. Thank God for that “money in the bank”. Back off on throttle, hello she's picked up again, what to do get to an area where you can land. Right I remember when flying up here there's a couple of nice strips at Manganui Bluff I'll make for them following the beach.

Altitude 2000ft I'll nurse her up to 4000ft more throttle, 5500 RPM climbing normal there's 3000ft Bloop Bloop Blah B-hell that's it no response at all from throttle, wish I could choke it, hell I can, no response is it fuel pump, keep it flying mate 50mph. don't know what it is forget the engine. B-hell where's the nearest civilisation there's a house and a batch there- any others no ok where to land on this beach- no where those are rocks and big ones at that, what's that keep it flying mate what's that road out from that house looks long enough, crap no that road is sunken in I'd take the wings off I'll use it if I have to.

There's a nice beach just up ahead elevation now 500ft, can I stretch it to clear the dunes and the rocks no I'll land it in the flax bushes –have no choice- what's this a sand basin immediately below yes I can sit it down in that, damn it if I could have seen it earlier I could have set up for it. I'm too late to land now a 360 degrees turn yes feasible but watch that sink Keep her at 50 you'll have to go out over the water and rocks I can do it watch the dunes keep one eye on the sand basin Jesus those rocks. My right wing is pointing down at them at 60 degrees looking good, stick feels good, speed too fast still 50mph level wings, -full flap- yaw to the right more, down into the basin land on the up side keep that B nose wheel out of the soft sand it'll be soft as hell flare- pull her up- get the nose high, wash that speed- main wheels touch I'm forced into the seat harness we almost stop rolling the nose drops and we stop, the nose wheel turned a couple of revolutions.

Phew what happened to the plane, nothing not even a cracked windshield, undercarriage hasn't been affected that was luck, and I'm walking. I ask myself was that airmanship, I smugly grin to myself, its not my first engine out and I have practised engine out and dead stick landings and I have broken one undercarriage once doing it yes you did a good job you're walking the plane's not damaged you know where you are on the map but you don't know how far civilisation is do you, other than that old house back a mile or so that looked like it was deserted from 1000ft.

First thing walk out to the beach well I could have sat it down up there above high water between that outcrop and that stream doesn't matter you're down ok. Not a sign of civilisation not even a motorcycle track crap this is deserted. Any chance of taking off from that area no it's too soft. Farther down best check it, if we could get the plane across that stream the beach is better, no it's too soft and the beach falls away to steep. I wonder what it's like at low tide may be ok then.

What to do, diagnose the problem, no that engine is too stiff too turn over, stiffer than it should be I'm not gambling with that engine, I'll walk out of here and we'll organise something. The first thing I've got to do is to get to a telephone and let every one know I'm O,K,

What's the time 2.30pm. Can't tie the plane to pickets in this soft sand. No alternative carry those boulders off the beach and tie to them. Dig the wheels in a little, crap it's hot- leave a note walking

to old house that way- best get a long drink at that stream down there would like to take some with me, no old containers that aren't full of sand, there's a bottle I'll clean it out and use that, a flax stick cork that's ok,- Best take my insulated flying suit to sleep in if necessary and now the map says there's a road north of here lets go- yes that'll be about a mile I figure- ha there's a track thru the flax a vehicle track off the beach that'll lead to the road and the house.

There it is thank God no I don't believe this, it's boarded up the kikuyu grass is up to the window sills well there was another building further back I recall sure enough that's deserted hello there's a sign post Kawerua Camp North Head Hokianga 5 1/2 hrs. that way I study my aerial map which of course is just that but can be of help when you are on shanks pony. Waipoua Forest head quarters should be about 4hrs away if North Head is 5 1/2 I figure that's my choice there'll be a phone there and the road may lead to a farm house sooner.

Leave a note on the sign post and off up the rough metal and grass road, uphill around more uphill climbing why doesn't it level out somewhere I'll be damned downhill, up hill again one hour out keep up the pace man you must be out before dark. My throats pretty dry time for a drink from my bottle good thinking old son Id be stuffed without it. Native bush tea tree should come to the pines shortly surely. More water that's it keep the bottle you may find a water hole somewhere – 2hrs out still climbing every turn in the road you hope you've reached the summit and walking will be easier but no. keep it up no I've got to sit for a rest—5 minutes and I'm getting too cold get walking before you stiffen up, another 1hr and there's the pine forest cant be too much farther another water hole thank God for that. It's fast becoming dark in the forest perhaps another hour and I'll be at the headquarters.

Man these flying boots are just that I'm tripping over large stones and have picked myself up twice. What to do I'm beggared sit down in the middle of the road and have a rest, I've got to get to a phone keep going, another hour I don't believe it a dog barking in the distance you're almost there—ears straining I hear the ocean can't be the road leads to the forest headquarters well inland don't tell me I've walked another road to the b—beach. Keep walking you'll find out won't you? I'm beat I'll have to wait till daylight I'll lay down in the tea tree and rubbish and wait till daylight-- I'll be ok in my flying suit good thing I bought it.

Hey there's another dog bark closer must be two houses perhaps more even-- force yourself old fulla down and around another mile or so thank God that dogs getting closer hope the buggar likes microlight pilots—yeah there's a light in the trees—God at last where's the driveway must be around here somewhere damn if I only had a torch there's only tall dry thistle and scrub its got to be here somewhere. I can hear a river, there's the river perhaps the driveway is closer to the river—no way the grader has pushed a ditch along the road side and there's no driveway. OK. I'll walk through the trees to it I scramble through the undergrowth the dog stops barking I figure he will bite my arse shortly, the light gets closer,

I can see the house there's a generator running, I figure if he has no power he wont have a phone probably. My eyes are straining for a driveway or a path—nothing—I'm close enough now to see the TV through the window I'm elevated about 20ft so have a good view I'm back in the scrub about 20 metres looks like the back door over there—what's this in front of me a drop off down to the B—river no this is not happening I say, I'm floundering around in the scrub I put my cupped hands to my mouth and yell across the river, no answer the dog remains quiet the bastard where is the mongrel. Hey there—no answer I can't believe it I yell for another 5 minutes I curse the generator curse the whole situation I'm now weak and out of breath.

Back to the road. Where the hell is the road? That way, no over that way yes about that way. I fall over a rotten log then decide no, get back to the river it leads to the road good thinking, there's the

road and hello here's a bridge across the river. I'd go to hell the driveway into that house will be on that side somewhere, the road is leading away from the house—I stick my chin out and head up the road. Not believing what has happened fictional movie stuff keep walking you have to walk out of this mess it's the only way out.

Another mile I come to a Y intersection I have already passed a dozen or so side roads but this one is different it's dark and I can't see which is the main road, I feel with my feet and they both appear the same, both have had some traffic as the metal has wheel tracks, then it clicks hey that road on the right probably leads down to that house on the other side of the river—course it does away I go again dragging my backside about ½ hour later I'm beginning to wonder, I see a torch light down off the side of the road and now I can hear voices Ahoy I yell out, there's silence but I can still see the torch light in the woods,

Ahoy again I get an answer Who is it? I say I've had to land my microlight with engine problems down at Kawerua Camp Grounds, "Microwave" says the voice in the trees No my plane I say I had to put down by the beach, "come on down" says a female voice. Where I say—"Keep walking you'll come to the driveway"

I did but they didn't know which way I was walking I had already passed their driveway through the bush. After a while I work it out and turn around heading back I find it after scratching around a bit and what a welcome sight, a front door open a table inside with two candles burning and a couple standing outside—welcome Bro how far you come etc, etc.

Richard and Rose and their three kids, Richard says he will drive me to the headquarters and I have a large drink of water and two cups of tea and Rose, to help, makes up a batch of bread in two frying pans and I politely eat until I'm stuffed, even though I wasn't hungry. I was too tired to be hungry.

I got to the forest wardens house about 10pm and phoned Cliff who in turn advised others concerned. The authorities were informed that I was ok and Search and Rescue were to have a plane in the air at daybreak which is comforting to know. I knew it was imperative to get to a phone and what a relief when I finally got Cliff. His first five words "Hello, and Good on you Cap", I'll never forget them nor will I forget the voice in the woods "come on down" the sweetest words I've ever heard.

...to be continued...

Tell somewhere where you are going!

There are all sorts of options out there for assisting SAR when things go wrong on a cross-country from the mandatory ELT/PLB (you have one, don't you?) to some very fancy web-based flight following systems requiring hardware fitted to your plane.

But if you don't want to go the expensive way, the simplest and cheapest thing to do is simple-

Tell someone what your intentions are-

- your aircraft
- departure time
- route
- destination
- ETA
- what to do if you go missing

and...**Tell them when you safely arrive.**

For those that have friends (you have some, don't you?), a simple text message at the start and finish of your flight, or on any change of plans, does the job.

No friends? Don't worry, there are options for you too. If you are a Vodafone customer, have a look at their SAFE TXT service...

Leave a note with Safe TXT

If you're feeling uneasy and want to let someone know where you are in case things go wrong, you can leave a Safe TXT message with us. If something does happen and the police are looking for you we can pass your message on to them straight away

Whenever you'd like the security of someone knowing where you are, you can leave a Safe TXT message with us in case things go wrong.

It's a handy way to leave a note saying where you are - and it's free.

We'll save your TXT with the time and date. If something does happen and the police ask us if we have any information, we can give it to them straight away.

How it works

To leave a Safe TXT:

- FreeTXT your message to 7233 (SAFE)
- Include your location and any other details, such as 'walking the Mt William track expect to be back by 5pm', or 'walking home to Ponsonby up Franklin Rd'

Tips

- Save 7233 in your contacts, just in case
- If you think you're in danger, always call 111 (or the local emergency number if you're overseas) immediately and ask for the police
- This service should not be considered an alternative to calling 111, as it simply stores the information and may only be used if the authorities request it

- The SafeTXT service operates 24 hours a day, seven days a week
- SafeTXT is available and free for all Vodafone NZ mobile customers (you can only use the service with a Vodafone NZ SIM card)
- You can use SafeTXT when you're roaming, but roaming charges will apply
- Vodafone keeps each SafeTXT message for 3 months (after that, archived messages are stored and backed up securely)
- Only the police can view SafeTXT messages
- SafeTXT is for TXT messages only (i.e. not PXT or video PXT)

Membership changes

Neville Harlick	Gyrata Flying Club	Novice	Joined
Heinz Kitzhoefer	Gyrata Flying Club	Advanced National	Upgrade
Douglas St George	Mercury Bay Aero Club	Novice	Joined
Paul Robshaw	Wairarapa Ruahine Aero Club	Advanced Local	Upgrade
Donald Bulmer	Geraldine Flying Group	Advanced National	Upgrade
Esther Harrington	Hawkes Bay and East Coast Aero Club	Senior Flight Instructor	Upgrade
Jeffrey Preou	Waikato Microlight Club	Novice	Joined
John Barrat	Gyrata Flying Club	Novice	Joined
Stanley Bloxham	Associate- no club affiliation	Novice	Joined
David Ross	Wairarapa Ruahine Aero Club	Novice	Joined
Samuel Peach	Canterbury Recreational Aircraft Club	Novice	Joined
Peter Yunker	Bay of Islands Aero Club	Advanced National	Upgrade
Alister Pringle	Geraldine Flying Group	Novice	Joined

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