



From the President

Rodger Ward, RAANZ/PRES

Welcome to the August RecPilot As promised there is an article on the 'Dynamic' , an aircraft from the other end of the spectrum to my very first generation 'Mustang'. We are indeed very lucky to have access to this very wide range of aircraft and we appear to be operating the whole spectrum in a competent and professional manner so well done.

As mentioned last month the **RAANZ 2014 AGM** is programmed for 22 Nov at Rangiora. Please start thinking about getting there or at least getting a rep from your club there. More details, agenda etc later. RAANZ does need active participation by the membership to be healthy.

Did you know. Those that have participated in Human Factor classrooms or AvKiwi seminars would have heard the phrase Threat and Error management (TEM). With our exposure to aviation we are continually exposed to events quite often beyond our control that if not mitigated may cause us harm. Some of these events happen on a **regular** basis so countermeasures are published. eg A designer does a lot of work testing his aircraft and publishes a set of operating figures that he has decided are safe. ie There is a threat in operating the aircraft outside published parameters.

Other threats may occur on a **random** basis. In this situation we need to go through an evaluation process.

- **Identify** - Yes something unusual is happening
- **Assess** - How bad is this going to get? / Do I need to do anything ?
- **Act** - If you do need to do something , decide what to do and do it!
- **Evaluate** - Is my plan working? Do I need to change my plan?

Being in an overload situation(**OLOC**) will render us unable to go through these steps. **Don't go near overload!!** One of the biggest threats in aviation is something that will always be there and must be treated with the utmost of respect. - **GRAVITY!!**

Aerospool Dynamic WT9 : ZK-EWW

Kevin Slattery

My aircraft ZK-EWW is serial number DY-057 and built in 2004. The latest aircraft imported in New Zealand ZK-DYT is serial number DY-502. Over the intervening years there have been a few changes, mainly involving production techniques and options but the aircraft itself remains virtually unchanged.

The huge range of options allows each customer to customise the aircraft to a large degree so what comes out of the factory is best described as a unique aircraft.

The major options are:

- Fixed gear or retractable

- 100HP or 115HP Rotax engine
- Constant speed prop supplier
- Composite or Fully Carbon fibre
- Winglets
- Fuel capacity ranging from 75L up to 200L
- Propeller supplier
- Avionics & instrumentation

ZK-EWW

I took delivery of Echo Double Whiskey in late 2004 after owning a Tecnam P96 Golf (ZK-PPG) for several years. The performance is, of course, the main difference between the 2 planes. The Dynamic cruises at 130 knots versus 100 knots for the Golf so planning ahead was important but it is just as happy flying at speeds between 60 and 130 Knots so a busy circuit poses no problems allowing it to mix with slower microlights.

With an empty weight of approx 305 – 315 kgs (depending on wing type, gear etc) it can carry a significant load.

EWW had an original fuel capacity of 70L, with the original wings which were dry. This meant a flight between my old home in Kerikeri and my new home in Rangiora meant a splash and dash stop enroute, usually Wanganui . The new winglet wings gives me approx 125L (just over 6 hours at max cruise) so flights between Canterbury and Northland require just a port-a-john for emergencies and the best time to date going north was 3hrs 58 minutes.

With a stall speed in the high 30s thanks to a very efficient flap system, it can use a large range of strips. Short field and performance are not mutually exclusive in this plane.

EWW was chosen by the factory to be their poster child at Aero 2011 at Friedrichshafen.



EWW Gear

- Rotax 912S 100 hp
- Rospeller Constant Speed prop
- Retractable
- 125 Litre Winglet wings
- Icom radio
- Garmin Txponder
- Dynon D10A EFIS Trio Autopilot 2 Axis

Further details can be found on the manufacturer's web site > <http://www.aerospool.sk>



Recently a Swiss pilot, Eric Guilloud, completed an epic flight in his Dynamic. Details can see read on his almost daily blog at: <http://www.flight-marquises.com/itineraires/>
Brief details of his flight are:

- 32 weeks of travel or 228 days.
- 384 hours of flight.
- Over 76,000 kilometres of which 36,200 over water.
- Visited 34 countries.
- 106 landings.
- 5 oil and filter changes
- Most expensive gasoline: U.S. \$ 6 per litre of Avgas in Kuwait.
- Longest flight: Port Moresby - Biak / 7:40hr - 1610 km
- Longest sector 1690 km - 5:35 Hobart to Invercargill (New Zealand).
- Fastest speed: 347 km/h or 187 knots between Hobart and Invercargill.
- What I liked: fly the atolls of Polynesia and Sydney harbour Bridge and Opera House.
- Problems: Declining fuel pressure during the flight Hanoi - Luang Prabang April 1, 2014 getting trapped in cumulus with lightning close, the radio crackles, the ascents of 1800 feet/min followed by sinking air 1300 feet/min

UAVs

Bill Penman, RAANZ/OPS

Unmanned Aerial Vehicles are going to be a factor in aviation whether we like them or not when considering the safety issues of mixing them with piloted craft. There are two categories of UAVs depending on the MAUW. The larger ones are specially authorised by CAA.



The major concern is the type that fall under 25Kgs in weight. The most popular are the Quadcopter type models that can carry the likes of a GoPro camera underneath. They are quite sophisticated in their operation and are becoming very useful tools for the likes of photographers, real estate agents and farmers etc. Unfortunately it is generally thought that there are no rules governing their operation which is quite wrong. These machines are quite capable of operations up to 2500ft or so, much like most model aircraft.

All UAVs are bound by CAR Part 101 (as per model aircraft operations)

- In uncontrolled airspace they must not operate above 400ft agl and not within 4km of an airfield without the prior approval of the operator.
- In controlled airspace they must have the approval of ATC and generally approval will not be given to operate outside 4Km of the airfield above 400ft agl. Inside 4km there will be lower limits applied or denied totally depending on how close the operation is to the runway approaches.

CAA is working on more public awareness programs such as newspaper articles and brochures for dealers to distribute to buyers. A web site has also been made available for all UAV operators to register on. This has all the rules and regulations all should adhere to. www.airshare.co.nz

If you know of anyone who is getting involved with UAVs please point them in the direction of this site.

Until there is widespread knowledge of the rules in operating UAVs we need to be very wary when flying around , especially at minimums and keep a good look out.

Be safe

Fuel filters

Peter Kempthorne

Does your fuel filter stop water ? Yes , No or Not Sure?

These filters in photo stopped the dirt but not the water. If your filter stops water, and you have water in your fuel, then it will block, stopping your engine.



The best way to remove water is to collect at low points and drain. Eg Fuel tank drains, gasolators, sump tanks .

Lots of our light aircraft don't have fuel tank drains so how are you stopping water getting to your engine? We have had two aircraft crashes lately that are more than likely have been water in the fuel.

And from **Colin Alexander, RAANZ/TECH:**

- Rotax specify that no paper filters are to be used on the fuel system.
- We don't use them at all and recommend that to all our customers as well.

HAVE YOUR SAY ON THE FUNDING FRAMEWORK FOR REGULATORY SERVICES

Over the next 12 months the Civil Aviation Authority (the Authority) will be completing a review of its funding framework for the period 2015-2018, and engaging in two rounds of public consultation. As part of the first round of consultation, a discussion document titled "Funding Framework for Regulatory Services" has been developed. The Authority is seeking feedback on the options proposed in this document. **Submissions are invited by 5pm on 25th August 2014.**

The discussion document outlines how the Authority proposes to make decisions about the funding of its regulatory activities. It combines central government guidance on public sector charges and the current approach used by the Authority into a single, consistent method for making funding decisions.

During this first round of consultation the Authority proposes to answer the following questions:

1. **Who should pay for aviation regulatory activities?** The Authority identifies the beneficiaries of each regulatory activity to decide who should pay; and
2. **How should they pay?** The Authority then examines which approach best fits with the characteristics of each regulatory activity, and the way that participants are likely to respond through changes in behaviour (both positive and negative).

Some options that the Authority has considered are outlined in the discussion document. While some of the options present significant change, , others are less significant.

After analysing the feedback received from the first round of consultation, the Authority will begin work on the final phase of the review – developing the methodology for setting the actual fees, charges, and levies. The Authority will conduct a second round of consultation in early 2015 to discuss "*how much*" participants should pay for aviation regulatory services.

Funding Framework for Regulatory Services 2015-18 Feedback Seminars

To help you to understand the options outlined in the discussion document, and to give you an opportunity to provide us with direct feedback, we would like to invite you to attend one of our consultation seminars being held in early August. These seminars will be held in Wellington, Palmerston North, Auckland, Nelson, Christchurch and Queenstown. At the seminars, we will explain the proposed options and seek your views on them. The seminars are free of charge. You will need to register your attendance via email at consultation@caa.govt.nz one week prior to the seminar in your area.

Further information

You can find the discussion document (available from 14 July) and more information about the seminars at <http://www.caa.govt.nz/funding/index.html>

Comments should be submitted by email no later than 5pm on Monday 25th August 2014 at consultation@caa.govt.nz.

Yours sincerely,

John Kay *General Manager: Policy and Systems Intervention*

Editor's note-

- We encourage you to make your own or your group/club submission direct to CAA.
- We will accept feedback from members to include in a RAANZ submission if appropriate.
- The matter is being discussed by the RAANZ exec but our declared policy is not yet formulated.
- RAANZ is continually looking for ways to reduce costs to microlight pilots, both directly in our charges and services to members, as well as initiatives with CAA and Airways.

ZK-UTP Ultra-Pup test flight pics

Terry Smith, Hastings



A couple of photos of the Ultra Pup being flown off its home base at by test pilot Jerry Chisum.



Defect report- CH601 wheel spat bracket fail

Spat was found to be loose.

On disassembly and close inspection, one bracket was found to have a crack- initiated by the sharp edge of a washer creating a stress raiser, with the crack propagating neatly around the washer circumference and out to the bracket edge.



Stamped washers have a **rounded** edge on one face, and a **sharper** edge on the other from the press forming. When fitting it is advisable to ensure the **rounded** edge is against any light or flexible the base material to avoid stress raisers.



Rounded



Sharper

Spot the difference?

Heads up- may be a dodgy CMV 12464 out there!

Dave Mitchell, CRAC

The other day I noticed the spare book of CMVs open in the clubroom which is odd as it's kept in the Instructors room. On perusal I see the last entry in the book filled out by a Dylan Weir on 19-7-14, whom I have never heard of and is not on our club membership list. Now, I don't know what's going on here but if the subject CMV turns up at 'your place' it is invalid and you will see the guy has actually signed it himself! I hope this is all a simple 'cock up' and I will try to get to the bottom of it.

Instructors- This may be simply the case of someone seeing the book and thinking it would be fun to have a souvenir of a visit to a microlight club. But a CMV is a powerful document- it says a person can fly a plane. This highlights the need to keep CMV books secure, and to check any CMV presented by a person you don't know who fronts up to fly!

RAANZ North Island roadshows

Following the successful South Island roadshows a couple of years back, the North Island series is finally getting under way!

Tentative dates and venues are:

Sept 20 in the afternoon at Waipukurau

Sept 21 in the morning at Wanganui

October 4 in the afternoon at Matamata

October 11 in the afternoon at Dargaville

October 12 in the morning at Whangarei

The Dargaville one may swap with Whangarei depending on which day they have their lunch.

Details still to be confirmed, so watch the website and next RecPilot for updates.

Topics to be covered will include

- **Presenting your aircraft at annual inspection time.** Preparation, documentation, owner's responsibilities, IA's responsibilities. How to make the exercise work for both, and get it sorted quickly and easily, and keep your a/c airworthy.
- **Presenting yourself at BFR time.** Preparation, documentation, pilot's responsibilities, Instructor's responsibilities. How to make the exercise work for both, get it sorted quickly and easily, and hone your flying skills.
- **Technology for pilots-** electronic flight bags pros and cons, doing stuff online with RAANZ.
- And an opportunity for **general discussion** on issues you want to raise.

The sessions are open to ALL- pilots, aircraft owners, newbies, etc. Doesn't matter what you fly or who you fly with. But of course will have a RAANZ/microlight flavour to it.

Membership changes

Richard Seymour-Wright	Auckland Recreational Microlight Aircraft Club	Full member	Flight Instructor	Upgrade
Brian Greenwood	Canterbury Recreational Aircraft Club	Full member	Novice	Joined
John Stewart	Feilding Flying Club	Full member	Novice	Joined
Nathan Hughes	Waikato Microlight Club	Full member	Advanced National	Upgrade
Roger Dold	Bay of Islands Aero Club	Full member	Advanced Local	Upgrade
Nicholas Rowe	Bay of Plenty Microlight Assn	Full member	Senior Flight Instructor	Upgrade
Derek Willis	Gyrate Flying Club	Full member	Advanced National	Joined
Ryley Fleming	Golden Bay Flying Club	Full member	Novice	Joined
David Scott	Bay of Plenty Microlight Assn	Full member	Intermediate	Upgrade
Matthew Simpson	Central Hawkes Bay Aero Club	Full member	Advanced Local	Upgrade
David Wright	Gyrate Flying Club	Full member	Advanced National	Upgrade
Robert Newbigging	Eastern Bay of Plenty Microlight Club	Full member	Advanced National	Upgrade
Jeffrey Preou	Waikato Microlight Club	Full member	Intermediate	Upgrade
Randel Tikitiki	South Canterbury Microlight Club	Full member	Novice	Joined
Rim Malskaitis	Auckland Recreational Microlight Aircraft Club	Full member	Senior Flight Instructor	Joined
Peter Jones	Coromandel Flying Club	Full member	Novice	Joined
Mark Hammond	Wairarapa Ruahine Aero Club	Full member	Advanced National	Joined
Peter Dillon	Gore Aero Club	Full member	Novice	Joined
Dylan Wear	Canterbury Recreational Aircraft Club	Full member	Novice	Joined
John Tansley	Feilding Flying Club	Full member	Advanced National	Joined

© 2014 Recreational Aircraft Association of NZ Inc
PO Box 15-016
Dinsdale 3243
Hamilton

07 825 2800
office@raanz.org.nz
w: www.raanz.org.nz

Not receiving this by email? [SUBSCRIBE](#)
Don't want to receive this any more? [UNSUBSCRIBE](#)
Want to contribute? [CONTRIBUTE](#)