

Recreational Pilot - Issue #24

December 2005



Bearing testers - Test flying - Aviation Safety Co-ordinators - Thinking man
News from the office - Buying an aircraft - Club News -Marketplace - 2005 AGM





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Cover: Ivan Campbell - Fisher R80 Tiger Moth. Inside cover: RAANZ AGM and bottom recent ATO workshop
Back cover: Northland visitors to Rangiora, Security photos of two dodgy looking airplane viewers, Ivan Campbell's hanger at Lowburn Abby

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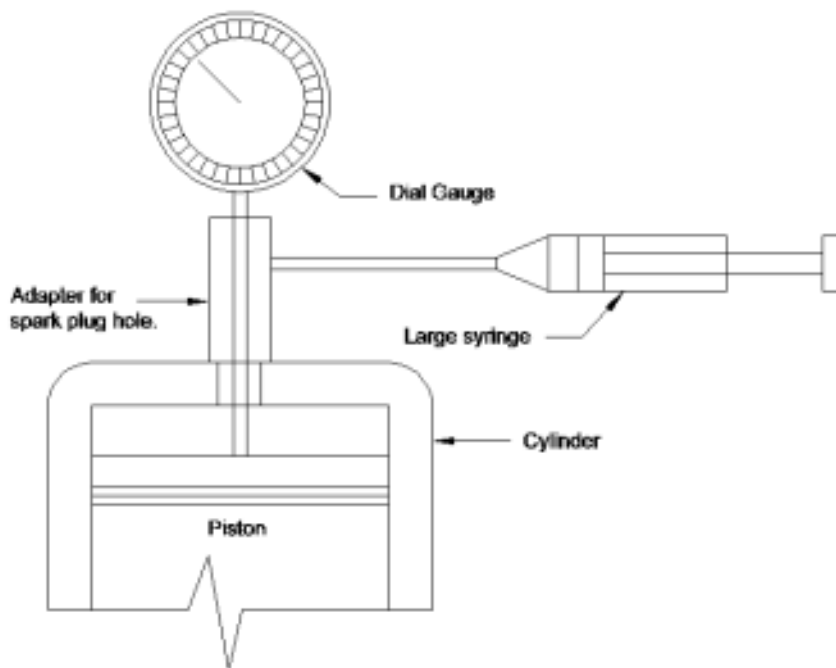
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How and why you should check your main bearings. Anton Lawrence

Microlighting and their power plants have come a long way since their humble beginnings. 2 stroke engines were the power plant of choice due to their much higher power to weight ratio. Unfortunately this is achieved by revving almost twice as fast as equivalent power rated 4 stroke engines. The problem with this is that the forces imposed on the crank shaft are high, which has led to many crank shafts eventually breaking in flight causing catastrophic engine failure. Manufactures have over the years improved their designs, and now, if treated correctly the crankshafts are giving good service. But due to the large numbers of 2 stroke engines still being used failures are still not uncommon. The main cause of crank shaft failure is big end play. All engines have a finite life and Rotax specify time before overhaul limits for all their engines, for the 503 and 582 this is 300hours. If an engine is replaced or overhauled at these specified times then the likelihood of failure can almost be eliminated, none the less there are a large number of engines which have well exceeded these limits with out failure. To achieve this they must be well maintained and monitored.



So back to the big ends. If an engine is left unused for a large period of time then it is possible for acids to build up in the crank case which can lead to premature degradation of the bearings leading to greater wear and larger clearances which will ultimately lead to a broken crankshaft. If you know you are going to store the engine or not use it for some time then follow the storage procedure in your engine manual. The other main cause of bearing wear is plan ordinary over use. It seems that different engines on different aircraft in different conditions can all have different wear times. The point is it is impossible to say when exactly your engine will fail, unless you monitor it closely. One of the most important

checks you can do to your engine is check the combined bearing play each time you change the spark plugs. With a 582 for instance this should be every 25 hours. The play should be noted in your log book and examined for any trend. If the clearance starts to rise quickly, its time for an over haul or at least more frequent checks, maybe every 5 hours. This check is not part of the normal maintenance regime but has been proven to almost eliminate failure if done regularly and the results taken notice of. Normal combined end play should be some where between 0.03mm and 0.08mm, anything over this and you've got no more than 20 hours before it's all over, in fact end play of 0.1mm has given times of less than 1 hour before failure. The test obviously wont stop it from happening but will tell you very accurately when it's about to happen, it would be very unwise and brave to disregard the signs.

The diagram above shows the basic layout of the tester, the piston is moved to top dead centre using the dial gauge and then the syringe is pushed in and out, the piston goes up and down, and the movement of the dial gauge is noted.



Fabric Tester available now.
Contact office@raanz.org.nz to place an order.

Test/Endurance Flying Microlight Aircraft

From time to time questions are raised about what exactly is the correct procedure for test/endurance flying a new microlight aircraft. The requirements for holding a 'Test Pilot' status and test flying microlight aircraft are in our Operations Manual and are reprinted below. For the purposes of Test Flying Microlight aircraft, the holder of a valid Senior Microlight Instructor Certificate is acceptable as a Microlight Test Pilot if the instructor is rated on type, or a similar type, within the same group. Other persons who require a Microlight Test Pilot Rating may apply to an ATO for evaluation. Such persons will be tested to the knowledge and flight test standard of a Senior Instructor, by an ATO, except that their instructional ability will not be assessed. Applicants should supply any supplementary evidence as to qualifications or experience as is available. A minimum experience of 150 hours flight experience will be required for Test Pilot approval. The approval will be valid for any Group Rating the pilot holds.

It is recommended that ALL test flying be carried out in accordance with Form CAA 2116, Flight Test Schedule, copies of which are available from RAANZ at the current address. Test Pilots will have to modify sections of this booklet to suit the type of Microlight being tested".

The number of hours that need to be flown within the test flying period varies according to the original status of the aircraft that you purchased. A factory built aircraft for example will generally require minimal flight hours to complete endurance testing while your own, one off design, may require 40 hours of relatively comprehensive flight testing to meet the safety requirements.

When your aircraft is issued its first Permit To Fly following inspection by CAA, the test flying hours, no passengers on board and any other restrictions relating to areas of flight operations etc. are specified by your CAA inspector.

Well before that first flight date however, the aircraft owner needs to make several important decisions. Perhaps the most important is to choose the pilot best suited to perform the test flying of your precious new aeroplane. It is natural for most builder pilots to want to finally conclude the building process by test flying the aircraft that they have created. However, we need to challenge this desire by seriously asking ourselves about our suitability for this task. If there is someone you trust, with more experience and flight hours on your type of aircraft than you have, then you should seriously consider his appointment as the designated test pilot.

The issue relating to flight/endurance testing that is sometimes challenged is whether the whole of the test flying period needs to be conducted by a pilot holding a 'Test Pilot' rating. Especially for the aircraft owner, it may be tempting to believe that once those initial first few hours are flown without any sign of a problem, that it surely must now be safe to fly off the remaining hours - even without a test pilot rating.



The rule is quite unequivocal in that until the test flying period is completed all flying must be done by the test pilot. Decades of aircraft accident analysis, especially during the test flying period, have proven beyond doubt that no matter how well you think you can plan for an inflight emergency in your head - that is no substitute for the instinctive reactions that an experienced pilot on type can apply to an emergency situation.

In such an eventuality - and the possibility of a broken aeroplane, or even worse - how much is such judgement and skill really worth to you?

Safe Flying, Evan Gardiner

Aviation Safety Coordination by Don Wise

In early Sept 2005, Bert Gregory and I attended an Aviation Safety Co-ordinators course that had been organised by CAA. These courses were held in Auckland, Palmerston North and Christchurch. The Auckland course was well attended by approximately 40 participants whose employment included Instructors, Airline management, Aviation Consultants, Design Engineers and LAMEs. [and us] The course was run over two days with professional presenters, well facilitated and positively received.

Safety matters covered would fit under the following headings:

- Prevention
- Awareness of risk
- Hazard recognition
- Management of hazards recognised
- Being pro-active



The course dealt with the aspects of risk management for individual pilots, instructors, I.A.'s etc, however an equal part of the equation is the acceptance and ownership by club management, of the requirement to be aware of and promote the benefits of a safety oriented organization.

Now when I refer to management in this instance I am focusing on the club structure that gives us our strength. The Executive of these clubs needs to be aware that the Micro-light movement is responsible for 12.5% of all aviation accidents. This was a verbal figure given to me, so I'm not really sure which years we are talking about, but lets accept it as where we are now. I am sure that given the right tools we can reduce that percentage and I would ask that the promotion of the safety environment remains a major part of all club activity.

I would hope that some time within the foreseeable future we will be able to promote a similar series of events, that those at club level will be able to take part in.

Charles Russel has been thinking

All the ATO s got together for a chin wag session recently which was quite valuable. Chatting to the others, one somewhat alarming fact came to light - that of near misses with other aircraft. Although the sky is quite large, one can never be too careful about ensuring we are the only person occupying a particular bit of it. I always have a race with my passengers as to which of us will spot another plane first. It is surprising just how many other pilots there are out there- especially on a calm day!

Captains of supply ships talk of how when two huge and heavy vessels cruise together within close proximity, there is a tendency for them to draw together. Many years ago while drifting about in a small yacht drinking beer and nodding off, a couple of us were rudely awakened by our tub gently banging into an anchored tinny whose amused owner was fishing out of. Miles about us of empty ocean, and yet we managed to gravitate towards the only floating object in the entire Pacific Ocean.



I have tended to consider all man-made objects have this propensity, and treat my surroundings with immense suspicion as a result. The PPL scanning the sky in quarters scenario is all fine and dandy on paper. Looking into the sun, to the sides and back to the front takes time. Another aircraft can come at you in seconds. Our eyes are not designed to focus on distance unless there is something to look at. We need to understand this and never assume that there is no one else about. Flying with a radio, it is interesting how there is absolute silence, until we make a radio call. Suddenly all hell breaks loose with pilots coming out of the woodwork pronouncing positions and identities. Often someone is in our vicinity which makes us sit up and take notice. I love to hear the calls from some telling me where they are and asking if other traffic is about. I am always tempted to reply affirming this but advising I am NORDO.

From your Administrator - Stuart Parker

EMAIL ADDRESSES

Most of RAANZ administration communication with members (renewals, reminders, notices) go out via snailmail. That can be quite a chore with 500+ letters going out. It is also a considerable expense- our postage budget is \$3000, about 15% of our total expenses. I would much rather spend that money on other things!

We can move a lot of our communication across to email and save a heap. If you wish to receive RAANZ communications by email, simply email office@raanz.org.nz with 'subscribe' in the subject line and I will capture your email address into our database.



Of course we will continue with snailmail for those who prefer it.

FLIGHT TEST AND MEMBERSHIP RENEWALS

One area of misunderstanding and confusion arises from the need to both renew your certificate via a flight test on a 2 yearly basis (the BFR), and also your RAANZ membership on an annual basis. These usually start out in synch but end up out of step, generally because a pilot upgrades to a new certificate level sometime in that period and the next BFR falls due 2 years from that time.

This causes confusion, with some pilots forgetting to renew membership and thus flying illegally. Not a good look.

It also adds work for the pilot, instructor and administration with two sets of transactions. More time, more paper, more postage.....less flying!

Can I encourage you to consider at next BFR or membership renewal time to realign these, and go for a 2 year membership. That way you can do everything in one hit once every two years. Much simpler! Here's how.....

If your membership falls due before your BFR, renew your membership for the period up to the next BFR at \$5.50 per month. For example- membership due January, BFR due June- renew membership for 6 months = \$33.00. Both will next fall due in June, at which time you can renew both for a 2 year period in one hit.

If your BFR falls due before your membership, extend your membership out to the time of the next BFR at \$5.50 per month. For example- BFR due January, membership due June- renew membership for 18 months = \$99.00. Both will then fall due in January in 2 years time, and again you will then be able to renew both for 2 years in one hit.

Complicated? Your instructor will be able to help- those guys eat simultaneous differential equations for breakfast.

Of course we will continue to accept your renewals however you want to do it. And I know that for some forking out 2 years in advance hits cash flow and spare money for flying.

And yes, I know that \$65.00 per annum divided into 12 months isn't exactly \$5.50. But given that most of us aren't gifted with the IQ of an instructor, I thought that would be easier on all of us.

But above all else, please remember.....

Current medical
+ Current BFR
+ Current RAANZ membership
+ Current club membership
+ Current permit to fly
= LEGAL PILOT

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Expire : 10 Dec 06	<== Your membership expires on this date
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<http://raanz.org.nz> ==> RecPilot ==> Register to receive a PDF version of this magazine

Buying the right aircraft - a Personal Journey by David Hill

When we retired, the Spouse Person and I decided that in our future there would be an aeroplane. So I prepared the check list of features that this aircraft would need. Over time this became a very long list. A list that included Australian manufacture, metal skin to lessen need for hangarage, factory built so that potential as school aircraft would increase its resale value, economical enough for spur of the moment flits around the block, long enough legs for serious touring, easy access for older bones and not seen as too claustrophobic for the Spouse Person's sensitivities.

Over a couple of years the check list grew and grew while the decision seemed further and further away. At fly-ins I was the guy with the limp acquired from a surfeit of tyre kicking. Early on I decided against GRP aircraft for no other reason than rebellion against the "everybody has one" phenomenon. If forced to justify that restriction I'd say that all the ones that I'd seen within the ultralight class were too heavy to have a reasonable useful load. A criticism I suspect more justified of the regulation than of the aircraft. Although I did make one local manufacturer an offer that he couldn't refuse. He promptly declined.

Then we found the Foxbat!. Ticked all our boxes did the Foxbat. Spouse Person loved the visibility and swallowed the demonstration pilot's line that a slow flight ability equated to safety and utility, hook line and sinker. There was room for all the essentials (hair drier, presents for the grandchildren etc) although the drinks trolley would require a substantial re design. To her mind the very best flying thing that didn't have 7*7 in its name. So we ordered the Foxbat and celebrated when Peter Harlow wrote back with a delivery date and a build number. Then I took the numbers, the other numbers, to the accountant and explained to him my clever financing scheme. Ah the harsh implications of the various regulations governing taxation and superannuation. The verdict was yes my cunning funding scheme would work. Work that is until the auditors had a good look. Would still work after their assessment but in the process our super fund would lose its compliant status. Meaning that we would have our Foxbat alright but with a severely slashed retirement income stream within which to enjoy it.

I wrote the "Dear Peter" letter, and Peter with courtesy, sympathy and understanding allocated our order to some other lucky pilot.

Back to tyre kicking. At this point something strange happened:- I completely forgot about the check list and went about instead seeking something that looked like a Foxbat; a less expensive Foxbat.

In New Zealand I spied a Skyranger, went for a fly with owner Wayne and immediately fell in love with the aircraft. Back in Australia I contacted Jean-claude Smitka and negotiated to purchase sight unseen his demonstrator Skyranger VH ULS. By the time that friend Jim and I arrived in Yarram on our delivery flight from Southport I was 100% happy with the new purchase.



Now about that checklist:- the Skyranger is not Australian, not metal, nor factory built. But it is the aircraft that struck the emotional chords for me. First I fell in love with it; a process that completely over rode my carefully prepared check list. Then I retrospectively built up a whole new check list that recorded the long list of positive features of the chosen one. Much the same way that I chose the Spouse Person. Fortunately for me in both cases the post-decision list of positive features is extensive and in hindsight should have comprised the first list.

Excellent visibility, predictable handling, great useful load, superbly matched engine and prop (same Kiev prop/912 combination as the Foxbat), very easy for stiff jointed folk to get in and out of , comfortable seats, practical 80kt tourer and cheerful/economical 60kt around-the-block sight seeing platform. Couple all that with very good short field performance and lowish purchase price and for what else would one ask?. When I heard about Skyranger's four

gold medals in the World Microlight Championships and three major awards Sun 'n Fun I was reassured that others with better adhered-to checklists than mine have arrived at similar conclusions.

I did not build mine. I know David Hill too well to be up there in the first aircraft that he ever built. The Skeyranger however would be very hard to beat for ease, speed and economy of home construction. (They say that two people can have one flying in two weeks). All that with a price differential from the Foxbat that would allow me to pay cash for a dearer motor car than anything I have owned in the last 6 decades.

ULS is now 19-4397 and I hope cringes less now at my approach than during my first attempts, after a 15 year absence from 3 axis flying, to guide her through the air-ground interface .

David Hill david@rosewoodcottage.com.au 61 3 51825605

News from around the Clubs

South Canterbury Microlight Club

We are looking for the following trophies that are missing from the Richard Pearse Rally.

They are

The Watty Willmott for Spot Landing

Ross Brodie for Bombing

Centre Point for Top Gun

Wigley for Highest Points

Brevet Cup

If you know of or have one of these please contact

Russell Lister rlister@xtra.co.nz 03 688 7023

NOTE : The picture on the right is NOT the actual cups that SCMC is looking for. Some are cups and others are Trophies



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letters to the editor.
See page 3 for details**

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Transponder Mode c VHF etc. Check out trademe \$50,000 plus Gst,
07 8718940 , bill@izard.co.nz

Wanted: Ignition system for Cuyuna 430.

Ignition system off blown up Cuyuna, CDI or points.

Craig Pilcher, 348 Gleniti Rd, 4 RD, Timaru, 03- 6860445, pilcher-c@xtra.co.nz

Prop wanted. Wanted one blade for Warp drive tractor gearbox

(for use on a 582 powered Bantam) or a complete suitable prop.

Peter Karl, 100 Great South rd, OHAUPO 2452, 07 8236892, peter.j.karl@xtra.co.nz

Propeller, Left Hand Tractor, Brand new Brent Thompson 68" X 36" LH., serial number 026. Beautiful job, my mistake is your gain as it will not fit my new engine. \$500.00

John Lowther, 29 Alana Place, Blenheim, 03 5782878 AH 035727854 Work, jdlim@xtra.co.nz

Wanted rotax 503 preferably with gearbox to fit in a Rans S14

Peter Tilley, 119 Williams Road, Geraldine, 03 693 7678, petertilley@xtra.co.nz

Wanted: Rand KR2 project any stage considered. Please e-mail with specs.

Dave Capamagian, 5 Keilor Rd, Otumoetai, Tauranga, dacap2go@hotmail.com

Mirage-Single seater, 2 stroke rotax 503, pusher, Canopy and cowling, steerable nose wheel, pull start. Non-flyable airframe needs work, but won't take much to bring it up to spec. Can be viewed at Canterbury Recreational Aircraft No 2 Hanger \$2000 ono

Brad Whitaker, 35 Neville Street Christchurch, 021966808 ,bradw@electropar.co.nz

Wanted: VW engine, 1835cc, or bigger. I am looking for a big VW engine to power a Fisher Horizon 2. Would prefer one suitable to go into an aeroplane, but can convert one myself.

John Lindner, 910 Woodbury Rd., GERALDINE, Sth. Cant. 03 692 2998, Johnlindner_2000@yahoo.co.uk

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RAANZ AGM 2005 - Rangiora

President's report RAANZ AGM 2005

This year has been relatively quiet on the exec front. After the major changes to the certificate structure last year it has been a period of bedding the system down. Still opportunities to improve the services we offer to members- expiry reminders, FRT0 rating, training manual rewrite, broader exam pool, etc.

On a more strategic level, we need to clarify where we stand and fit in as an organisation re the ongoing issues of commercial operations, instructor compensation, adventure aviation, and the blurring of lines between microlights and GA. The challenge will be to maintain a clear and consistent position, remain a significant and influential organisation in all aspects of microlight aviation, without complicating life for the bulk of our membership.

We are still working through these issues, and don't yet have a clear position on some. We have been toying with the catch-phrase of 'accessible fun' to characterise the look and feel of microlighting, and the environment and services we provide to our members. Accessible implies easy to get to- clubs, intro flights, training, membership, information, services, costs etc. Fun implies....well, fun- which is the reason most of us are in this game. This phrase may prove to be a good test for how well we do our job.

I am very pleased to report there have been no fatalities and few significant incidents during the year, thanks to the clubs, instructors and pilots paying attention to the safety message. This means far less media and regulator attention. We tend to be measured in the public eye by the last significant incident- how recent and how serious it was- the longer ago and the less memorable the better.

Membership is static at just over 500 current members. We have quite a spread in club sizes with many smallish clubs and a few, including the host Rangiora guys here, with quite large and vibrant operations equivalent to any GA club operation. And there is also a huge spread in experience- from absolute beginners to some of the most experienced pilots in the country with tens of thousands of hours under their belt. It is a measure of the health of our clubs and organisation that novices and topguns share, learn from and encourage each other

Currency is an issue- annual inspection, BFR, medical, club membership, RAANZ membership, 90 day. Lots of things to keep track of, but important to do so to ensure you are legal and protected within the system. There are at any time a number of pilots who fall out of currency in one of these areas- from oversight rather than a deliberate decision. And there are some cowboys who choose to operate outside of the system- some of them are feeling the costs of that choice. Can you take the currency message back to your clubs and pilots, and encourage everyone to get into the system and stay legal.

A significant change this year has been the change of admin role from Grant to myself. Grant was one of the South Canterbury group that picked up responsibility for the organisation and reshaped it into a tight, focused, professional shop with a clean and sharp member interface. Grant's business workload has grown to the point that he felt he could not do justice to both, and relinquished the admin role. In the interests of continuity (keeping things rolling along and keeping you guys in the air) I picked up that responsibility, which fits pretty well with the end of my role as president. I would like to record our appreciation of the contribution Grant has made to the organisation and service to its members. The aim is to continue to provide a prompt and efficient shop front to members- the accessible bit again- and welcome any suggestions that improve the level of service we can provide.

Significant milestones during the year include the sad passing of Paul Havill- one of the movers and shakers in the lower North Island area. Paul was an enthusiast- always willing to help and encourage people into the sport, and generously share his knowledge and experience. A number of us attended Paul's funeral, and I must say his friends and family did him proud. Paul will be hard to replace, but can I encourage us all to learn from his example and be ready to share our enthusiasm and experience- it's one of the defining characteristics of our club structure.



Also of note is Logan MacLean's recent Tasman return crossing, with added bonus of skipping Norfolk on the return leg. This route has been done before and will be done again, but it doesn't make the accomplishment any the less-good on you Logan! Next time non-stop?

Enough talking. My thanks to all who have contributed over the year to promote microlighting- the guys on the Exec, club committees, instructors, IAs, pilots, pilots wives who let them go flying. We exist because of your efforts. If you didn't do it, it wouldn't get done, we wouldn't be enjoying accessible fun.

Stuart Parker

CEO's report

This year has seen the implementation of our changed manual (Effective 1/12/2004). The changes in the manual dealt with a number of operational areas that need to be better described in the manual to reflect real world practice. The modification to our pilot certificate structure addresses the needs of our diverse pilot/aircraft base. We completed the revision of our first exam pool subject, Law. Other subjects will follow.

The main projects on the horizon are the publication of an updated Training Manual and the completion of the exam revision. Both of these resources will be available in book and online formats.

RAANZ enjoys a productive relationship with CAA and I would take this opportunity to emphasise, on behalf of the membership and the central organisation, the importance of a strong and specialised Sport and Recreation division in CAA. We have quite different needs that other aviation sectors and are well served currently.

I would also like to acknowledge everyone inside RAANZ membership who chooses to take responsibility for aspects of our sport. A structure like ours can not exist without individuals who accept key positions and share there skills with their sporting peers.

I would like to thank Grant Coldicott for his time as RAANZ administrator. It is central to the organization's welfare that the administration is competent and timely and Grant has been a valuable servant to RAANZ. The RAANZ office was smoothly handed over to Stuart Parker.

Fly well, Ian Sinclair CEO 13/11/2005

Operations Report

2004/2005 has been a relatively successful year of microlight operations from a safety point of view. Very few serious accidents or incidents were recorded during the period under review. While it is indeed gratifying to record improvements in safety statistics, pilots must maintain the highest possible standards in airmanship for this trend to continue. RAANZ is indeed fortunate to have a dedicated team of Instructors, Safety Officers, and ATOs that lead the way in promoting a safety culture in our sport. This starts with initial training for the novice pilot, right through to license renewal check rides for senior pilots with hundreds of hours in their logbook. Their contribution to minimal incidents and reported examples of bad airmanship in recent times is acknowledged and appreciated.



Earlier this month RAANZ held an ATO workshop at the Hamilton airport. This provided a unique opportunity for all our ATOs to be together in the one place at the same time and it was very pleasing that out of our total of 21 ATOs, 17 were able to take part.

The agenda subjects ranged from discussion on issues arising from our recent manual changes, to teaching methods we could use to achieve a uniformly high standard of instruction throughout our organisation.

Statistically, avoidance of stall/spin accidents would certainly be the single most effective tool to prevent fatal microlight accidents. In recognition of this fact, a new requirement in our manual, is for all pilots at some stage over the next 2 years, to complete a wing drop stall and spin entry/recovery air exercise. We were fortunate to be able to tap in to the resources of the Waikato Aero club and one of their top instructors provided a very comprehensive briefing on the subject. For those ATOs that needed a refresher on the spin recovery air exercise one of the aero club trainers was made available for that purpose.

We would like to acknowledge and register our appreciation to both the CAA and Airways Corporation for their generous sponsorship towards the costs of this workshop. It is a fact that the flight standards that we expect from all our pilot members is to a large extent dependant on those standards being established by - and permeating down - from our ATO and instructor network. This workshop was an important part of that process.

Instructors will now be in possession of the new microlight aircraft type rating checklist. The checklist should be a useful tool to ensure instructors adopt a uniformly high standard when rating pilots on new aircraft types. Previously, our requirement was for pilots to be only rated on aircraft groups, but the diverse range and complexity of aircraft types now available means that specific aircraft type ratings are essential for pilot safety. A copy of this checklist will be posted on the RAANZ website and instructors should encourage pilots seeking new type ratings to review the requirements prior to their flight test.

The Waikato Microlight Club hosted the 2005 RAANZ National Fly-in at Raglan earlier this year. Once again it was a very successful and enjoyable event. Great weather with large numbers of aircraft from most parts of NZ attending. We had received a provisional indication from Hawkes Bay that they could possibly host the 2006 event. Unfortunately hosting the 2006 event is now not possible for the Hawkes Bay Club - though we are assured that running the 2007 event is a definite probability. Therefore we need another venue for next February. If anyone can suggest an alternative venue we will need to know very soon.

Safe Flying, Evan Gardiner, Ops officer

Tech Officers Report

At the last AGM I stated that a new batch of fabric testers were not far off. This project became harder than expected but has led to a permanent supply, with the tester being procured from the states and the tester head being manufactured in NZ. There should now not be a problem with their supply. There was also the issue of doped fabric testing which hopefully has been answered in the last issue of Rec Pilot.

The RAANZ website now has the IA application form loaded, the form has all the questions and fields required to approve an IA applicant, this should markedly speed up the process of becoming an approved IA.

We have also loaded a modification approval form to the website. Once again this has all the fields required to approve a modification. Judging by the number of forms coming through the post, no body is doing anything to their aircraft which could be described a modification. I find this hard to believe; even adding a shroud around a radiator is a modification requiring approval. The system is easy so please use it, you're life could be at stake.

CAA is now insisting that all newly registered microlights have a full set of CAA logs books i.e. Airframe, Engine and Propeller. There still seems to be confusion



as to how these should be used. The airframe book should be filled in after every day's flight and should be a complete log of the aircraft's hours and cycles. The maintenance should be recorded in the same book; the same goes for the other two books. If the engine or prop is on sold then the books go with those parts and new books should come or be started for the replacement parts.

Looking to the future I see IA seminars as being essential to keep pilots abreast of regulatory compliance and to up skill where we can. CAA has offered their assistance here and I'm sure it will be gratefully received. I would also like to see the production of an IA hand book giving advice and techniques for inspecting the wide range of aircraft we fly along with a compilation of defects noted on the backs of the inspection forms.

An IA forum has been set up on the RAANZ web site. Once we get all IA emails logged in it will be used as means of keeping all IAs up to speed with RAANZ and CAA requirements. It will also serve as means of knowledge sharing and advice gathering.

With the seminars, hand books and forums all running we should end up with an excellent communication system leaving no IA in the dark with a method of constant update, lets make it happen.

Safe Flying. Anton Lawrence



Report on the AGM 2005

The AGM was well attended with many arriving by aircraft from the North Island, a few by airline and a good number of locals by various means.

The executive says good bye and thank you to Phil Budding and Nick Key, who retire by rotation , and Stuart Parker who retires to fill the role of Administrator, and welcome new executive members Mike Sheffield, Brian Leach and Brent Thompson.

Rex Kenny and John Jones of CAA attended and John addressed the meeting. He outline the cost of accidents, CAA accident targets and talked about the new 406 ELT beacons that are being introduced.

The Canterbury Club did a great job of hosting us all providing their hanger as a meeting room and catering lunch. We were treated to a most interesting flying visit to Loburn Abbey to see Ivan and Sandy Campbell's hanger full of projects, a cup of tea and then back to Rangiora for a BBQ.

Thanks to everyone for attending. Ian Sinclair, President



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