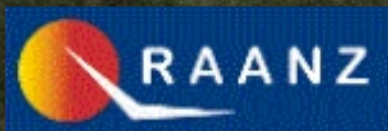


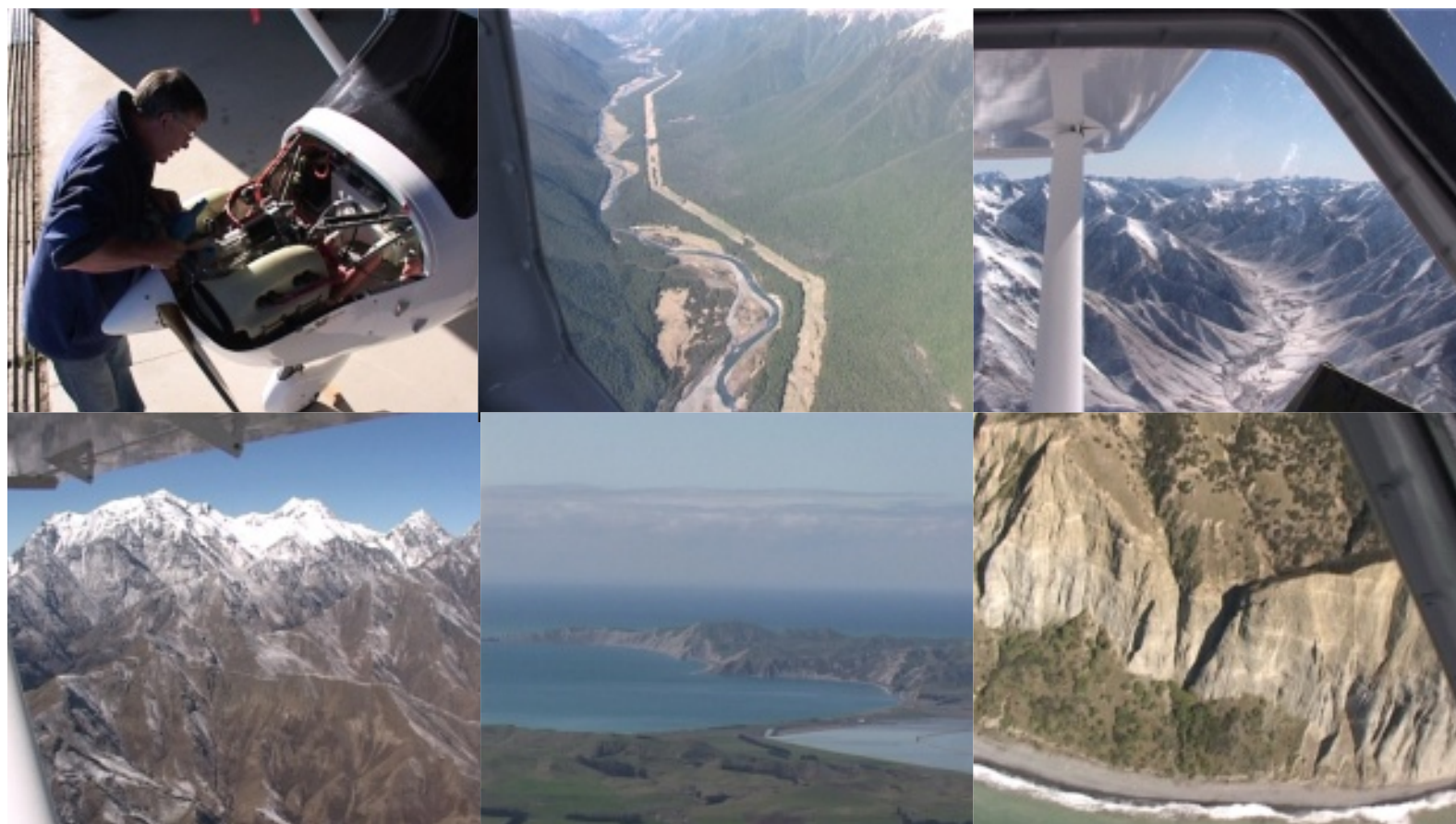


Recreational Pilot - Issue #28

February 2007



National Flyin - Waihi Beach 24-25 February
See inside for details



The Last Flight - John Lowther

This all took place a few years ago while Jabiru ZK-JLM was in my ownership. As my wife worked on Saturdays, and if the weather was fair I took to transiting around the country and taking people who had never been flying in small aircraft before for company.(see,no critics) The favourite trip was to Rotorua via the Kaimanawa's and back over the mountains in central(with the odd night at Boyds)

A less stressfull trip was my mountain to the sea , of 2>>3 hours and this was the most asked for as my ab initio passengers usually freaked out over the Cookthe pond between the north and south Island.

I ended up flying a lot of my workmates, they worked on aircraft and never went flying and it got known around work that we could go at the drop of a hat. If it was urgent a quick flight to Ohakea often saved the day.

A guy asked if I would take his Dad for a flight as he was in the local hospice had done a lot of flying (whoa, that means he can offer advice and knows more than me) in his younger days but was fairly crook, etc. No problem I thought, then we went through the usual argument about the cost, I have a strict policy no one pays, this always causes discussion , some heated, but is not negotiable, as in my early flying career I was carted around with no cost to myself and now it is my turn to repay in kind. A day was agreed upon and the dawn broke to a beaut Blenheim morning, light westerly which would turn to a moderate easterly during the afternoon.....excellent. During the preflight I noticed my passenger taking an interest in what I was doing, he noted that it seemed more involved than in his day, I told him of our planned flight and he suddenly developed a keen interest as well. I strapped him in and gave him the emergency plan in case we needed it, his eyes glazed over when I pointed out the life jacket, mountain safety pack etc, I guess he wondered what he had struck. An RNZAF instructor had been my tutor mountain flying and this had been ingrained over the years.

After setting up SAR watch / flight plan and going through the normal procedure with the tower we were cleared for takeoff, rolling on 30 and climbing to 1500 feet until clear of the zone, after 20 minutes or so my passenger was telling me of his training at Woodbourne and "was that lake St Arnaud ahead",..it was.

We circled the lake for a look, headed up to Lake Station, nothing doing there so I headed for the Rainbow, we sank into the valley riding on the cool air and took in the view....almost a religious experience that time of the morning, we circled Dip Flat, full flap and low power setting and a hawk formatted near the port wing tip, it must have been there for nearly a minute before dropping below my line of sight, my passenger didn't believe it either as he was looking with his eyes out on sticks, (how fast can a hawk fly??) I then picked up a lift from the Raglan Range, yahoo 1500 ' per minute and carried on

Continued on page 15

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A Long time coming

C- Controls full & free & in the correct sence. Choke off.
H- Helmet hatches & harness all secure.
I- Ignition, both mags on. Instruments set.
F- Fuel, sufficient for flight, plus reserve. Flaps, nil.
T- Throttle, full range of revs available. Temperatures ok, Trim, set.
A- Airfield, clear.
P- Pray for a safe return.

There were now no excuses for not giving my Turbulent "Enchantress" full throttle to take off on a trip I had been putting off for far too long.

Ever since I had gone solo, boxing day 1999, perhaps the last person to do so for the last millennium?, I had always wanted to return to the place I had lived, worked and played in for 16 years.

There is of course a road into Lake Coleridge, in the headwaters of the Rakaia River in the Canterbury high country, but returning by piloting my own set of wings was something I had dreamed of ever since leaving.

By now I had climbed to cruise altitude of 2500ft and the small Canterbury villages of Cust and Oxford had quietly slipped by as the Waimakariri River came into view. Although I had checked the weather forecast prior to leaving and it was for a dying Southerly, I have the greatest respect for the nor west winds, particularly where they funnel down the river valleys to the plains.

Crossing the Waimakariri this September day was going to be different as with a hint of spring in the air and the mountains still clothed in their winter snows, and not a sign of a nor west cloud anywhere.

Bringing up a family in an isolated place such as Lake Coleridge brings its own special challenges, like home schooling, two boisterous boys, road closures due to slips, snow and road washouts, dodgy TV and telephone reception. The upside was of course the great scenery, tramping, fishing, and being ones own boss, well almost!

Checking my fuel consumption and flight duration now had me past the halfway point of Hororata, and as I turned the corner that was Roundtop to head directly up the Rakaia gorge, a more beautiful sight was hard to imagine. There before me lay the lake at the foot of the Southern Alps in their entire majestic splendor with the braided rivers of the Rakaia, Mathias, and Wilberforce joining the lake to the mountains.

Flying over the lake Coleridge Power Station had the memories flooding back from all the hours spent walking the hillsides monitoring the bores surrounding the two water tunnels. These carry the lake water down to the generators. As this is the oldest state owned power station in the country the concrete in the tunnels are of a similar age and are prone to leakage, thus the reason for the monitoring. In more recent times the Porters Pass earthquake fault line has been found to reappear under these tunnels!

During my time as a student pilot, one of the many pearls of wisdom taken on board was to never fly over somewhere one is not prepared to land on. With this thought in the back of my mind I was looking for the narrowest part of the Rakaia river to cross, as having to put down unexpectedly between one of the many braids in the riverbed onto some nasty looking boulders was not very



appealing. Having now arrived safely on the south side of the river, engines don't know when they're over water, is another pearl I have learnt, it was time to refresh my memory as to finding the correct airstrip.

My destination, Glenariffe Station, was now approaching and speaking with Alaister Ensor the previous night, permission was granted to use his strip, but as there are other strips 3km's either side of his it was important to get the instructions correct. After circling the correct strip and his house, a tractor duly appeared from the opposite direction at the same time as I touched down on the ample shingle strip. I duly untangled myself from the cramped Turbulent cockpit (they weren't designed for 6 ft kiwi's) straightened out my bones after a 1 hour flight, greetings were made, and a perusal of Alistair's Alpi pioneer tucked up in a very well secured, against the nor westers, hangar. A short drive riding shotgun in the tractor had us at the homestead sharing a very filling meal with a gang of shearers.

The view from the homestead, which is some meters above the riverbed, would be the envy of many a pilot, or landscape painter, with the airstrip & hanger, in the foreground, wide open expanse of the Rakaia, and the snow capped mountains beyond.

All too quickly the time came to prepare for the return trip back down the gorge to the open planes of Canterbury. There was, however, one more step down memory lane I had to take before heading for home.



This involved a short flight across the Rakaia River and Mt. Algidus Station to head up the Wilberforce River to the diversion and canal that carries water into the lake for the power station. A 180' turn over Harper village, my home for 12 years and the base for maintaining the diversion completed my long awaited dream.

I was, of course, only half way through my trip, as I still had to aviate my way safely home.

The afternoon breezes which build up on the plains in the absence of a norwester were beginning to make their presence felt as I approached the

confined mountains of the Rakaia gorge about where the twin bridges cross the river, heading for Methven and Mt Hutt.

It wasn't long before I left the disturbed air behind, and now being able to see that most dominant of North Canterbury landmarks, the plume of steam from the Sefton chip mill, I was able to make a beeline for it, knowing the Rangiora airfield was now in my path.

While flying over the small villages on my return I was able to see many skiers returning from their day in the mountains and them no doubt thinking how much they had enjoyed themselves playing in the snow, but on this occasion I know who the more fortunate fellow was.

All this on a day my other Enchantress and I were celebrating our 30th wedding anniversary, and, yes I did take her out to dinner that night.

Stu Harris

My very special thanks go to Alistair and Prue Ensor for making this a very special trip. These folk are always happy to welcome fliers to their patch of paradise.

The 800th Generation's Joy - Garth Boniface, Senior Instructor, Otatara, Southland



They say, whoever they are, that it is only 800 generations since man left the caves. We really are the first generation to experience flight. Of everyone who has ever lived, that privilege has been ours.

That gift has taken me to places I never would have seen, or perhaps never should have landed on.... Places such as remote river beds, golf courses, mountain strips, gravel roads, beaches. They all did the job during the deer capture wars down here. Had to use the 180's prop to cut a scrub strip a few times too.

Many people have flown with me. I have even found lost people and boats. I have flown mercy dashes and attended a number of aviation funerals .

So as I see it, we pilots are not stupid at all in our aircraft, but are in fact a very clever bunch of idiots who challenge nature and gravity right to the limit. Like all challenges, it is a very positive thing if we win. David Tua knows very well that like all challenges, it is very important to understand what we are about to challenge so we can plan and study our tactics and not be caught out by any situation we may face. Our opponents that we challenge each flight are many more than just the one of us, and have many names. They are tough guys indeed- some are called 'lift', 'weight', 'thrust' and 'drag'. They reside between the heavens and the earth- and they are always alert!



If you prepare each time you fly to meet them then you will have the greatest joy of victory, BUT... If you decide just to have a 'bash' at them they will smile as your name is listed alphabetically in tomorrow's paper.

There is a saying 'Life is not measured by the breaths we take, but by the moments that take our breath away'. So, like me, I wish you all the consuming joy of flight which will take your breath away.

South Canterbury Microlight Club Easter Rally

You are invited to the Richard Pearse Easter Rally to be held at Gavin Coulter's property which is on the north western side of Woodbury township.

What will be happening : Camping, eating, story telling, masses of bad jokes, lots of flying, fun and exciting competitions,

When : We will be at the field to receive arrivals on Friday 6th, organised activities on Saturday 7th and Sunday 8th. Pack up and travel home Monday 9th.

For further information contact :

Dave Scott 03 686 0783 , Rob Peck 03 6861497, Nev Crossman 03 6883742

or view information on RAANZ events page

RAANZ 2007 ANNUAL FLYIN

Dates - **24th & 25th February 2007** , Location - **Waihi Beach** - 19 miles north of Tauranga

\$15.00 entry fee per plane, **BYO** Food & Drink

Camping is permitted on the airfield and other accommodation options available

Fuel options listed below, Aircraft Parking at own care & risk

Mystery prizes through out the weekend

<http://www.bopmicrolight.co.nz>

RAANZ ANNUAL 2007 FLYIN Saturday, 24 February 2007

Giddy Guys, The BOP Microlight Assn. would like to make the RAANZ 2007 annual flyin a very laid back affair so you can just arrive, catch up with all your mates, have a fantastic barbecue on the Sat night and generally relax. Below I will outline some useful information for you on how to find Waihi Beach, some local knowledge of the approaches & what you could come across and some other basic information.

Where is Waihi Beach

Waihi Beach airfield is located 19 nm north of Tauranga on the coast. Check the AIP and charts. Frequency - 119.1 Runways - 13 to the south & 31 to the north

Joining Waihi Beach

We join overhead & let down on the seaward side (eastern) of the airfield then join overhead for either a left hand downwind for 31 or a right hand downwind for 13. If you are approaching on runway 13, please be aware sometimes there is quite major sink on the approach so be ready with the throttle. If you are approaching on 31, please be aware there is a small hill with houses on it just to the south of the field. For the slower microlights, we can easily approach between the hill & the runway. For the faster microlights, you may find it easier to approach over the hill. There is normally always a cross wind too. So please keep a good look out & welcome to Waihi Beach.

Aircraft Parking

There is quite a large area to park off to the side of the runway. We ask you to please use common sense & park in rows allowing room for other aircraft.

Getting Fuel

There is a Service Station near by in which we will be providing a vehicle to go & collect fuel for you during the days. It would pay to put your names on your containers. Also we WILL NOT be putting oil in any containers so the lubrication is up to you.

Accommodation

We can camp under our wings on the airfield. Look on the website for other accommodation options you may be interested in

The all important FOOD

Waihi Beach airfield also has a very nice cafe, restaurant attached to the airfield so you can buy really nice food at reasonable prices.

See you there

From the Boiler Room - what's happening in RAANZ Admin...

Fees. Just a reminder that the \$65 annual fee covers ALL certificate and membership activities for the year. You can upgrade your certificate, request a new certificate, do a BFR, do additional type ratings, whatever, without paying any additional fees to RAANZ. As well as cash, cheque, and direct credit, you can now also pay online with your credit card (VISA or Mastercard). Just go to www.paymate.co.nz, click on Pay Now, and pay to office@raanz.org.nz. The secure Paymate site will take you through the steps of entering your credit card details.



Check your RAANZ membership. I have about 100 members whose membership expired in 2006 that I am pretty sure are still flying. I have sent out reminders to their last known addresses. Remember- you must have current medical, current club membership, current RAANZ membership to be a current RAANZ certificated pilot.

Speaking of current pilots I have just got a new batch of RAANZ logos and Legal Plane/Legal Pilot stickers. Also plenty of stock of CHIFTA stickers. Let me know if you want some- free!

Instructors. Remember there is no need to send me copies of medicals or new type ratings. Those can be kept in the pilots logbook for sighting by instructors at BFR time. I only need a CMV form when a pilot renews membership, does a BFR, or upgrades their certificate.

email. Now got about 40% of member's email addresses. This certainly saves on costs when sending reminders for membership, BFRs and inspections. If you haven't done so already, send an email to office@raanz.org.nz to register your email address with us. If no email address, don't worry- we will still look after you via snail-mail!.

I now work from home, so will be more available during the day than in the past. Feel free to call me any time (within reason). If no answer please leave a voicemail and I will get back to you, or if urgent try my mobile.

Have you had a look at the Raanz website recently? We now have a working copy of the Human Factors section of the Training Manual online. Interesting reading, and it may save yours or a mate's life!



PO Box 15-016, Dinsdale, Hamilton.



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**News, Stories, Photos, News Letters,
Events, Poems, Jingles, Rude songs
and chocolate. Send it to:**

editor@raanz.org.nz

MOUNTAIN FLYING (PART 2) - BY WILLIE MORTON:



We began walking towards town lugging our bags and regretting our overnight bag overload but thankfully a generous visitor to Westport stopped and gave us a lift. We settled into a local hotel and enjoyed the warmth at the fireplace while offering each other high fives and regurgitating the gory bits over a merlot. (Well OK; several!) A most enjoyable session.

We downed a hearty breakfast and boarded the hotel courtesy Mercedes for the airport. I gassed up our aircraft, reloaded luggage and lined her up on the centre line into wind and in our own good time, called rolling and, with no other traffic around, we checked out of Westport. A wonderful place to be and we left with good Westport hospitality fuzzies. (Albeit a few hundred dollars lighter).

We climbed out over the lighthouse and turned on to a southerly heading en route Hokitika. What a buzz! A tailwind at last! We descended to minimum legal as we passed seaward of Punakaiki with cameras clicking through the beat up of pancake rocks. Excitement over, we settled into some serious sky larking down the west coast until we happened upon a certain chopper counting dolphins seaward of Greymouth. It was so good to speak to another soul flying the lonely, inhospitable, west coastline given that I had not spoken to any other aircraft since a couple of weekends before and quite a few lonely flying hours ago.

I mentally identified all the significant spots as we flew along that my wife and I had travelled in our mobile home over several memorable escapades. Such a fantastic sight to behold from the vantage point of a comfortable, reliable, safe platform in the air! Fantastic is all I say about that; simply and incredibly fantastic! I am so blessed to have the opportunity to do this stuff in my lifetime! We tied down the Zephyr at Hokitika and mulled over the next leg of the adventure: the Whitcombe Pass.

Kevin and I checked into a motel on the beach at Hokitika where we proceeded to do some real damage to the cardboard Merlot in our serious attempt to lighten our load through the mountains and to lubricate our fit into the mainland west coast culture.

After some time I was lured outside and on to the beach by a strange light with an orange hue about it. I was presented with the most spectacular sunset I had ever seen as the sun dipped below the western seaward horizon. About the driftwood scattered seashore were intimate couples lost in their thoughts as they gazed seaward in close contact during those magical few moments in time. Show over I nonchalantly strolled back to our unit intent on ordering blue cod meals for dinner and on entry I was immediately lurched from my romantic daze by the loud ripping sound of constricted flatulence emanating from a certain small room in the unit. I'd just been forcibly grounded back into the real world.

Next morning we fired up the Zephyr and again headed up the Whitcombe river, climbing no less than 500 ft / min all the way. I had plotted a GPS route through the alps via the Whitcombe pass to the Rakaia river on the other side and was keen to keep a disciplined flight plan. It was good to have options of other local mountain passes available to us from the Hokitika side but they were not planned in our primary route and were only considered secondary as backup escape alternatives.

We meandered along the river at $\frac{3}{4}$ throttle in a cruise / climb toward the great mountains which in its inherent defiance loomed large ahead of us growing all the while in height, depth and grandeur. I was now grateful that I had placed each consecutive GPS waypoint slightly inside of the entrance to the next valley on the intended track because it gave me

complementary confirmation of Kevin's superb map reading skills. He had his thumb walking along each little nook and cranny as he called out the turns with uncanny accuracy.

We continued our flight up through the valleys that led us up to the notorious Whitcombe Pass. The gorges grew deeper and deeper as the walls on each side grew higher and higher. Scattered snow began to fill in commensurate with increase in altimeter report. We had been grinding our way slowly upward and I was beginning to feel quite lonely and vulnerable. Fear and apprehension was not far away as the awe, the beauty and majesty of the mountains surreptitiously crept up on me to momentarily steal my breath away.

At 4,000 ft we could see that the entrance to the pass was partly clouded over. We increased our throttle setting as the air thinned and rate of climb decayed. The outside air temperature read minus 3. Indicated airspeed a disciplined 80 kts. I held to an imaginary horizon, which I kept superimposed on the walls of rock ahead of us, ever aware of the need to maintain a "seat of the pants" backup reference point in case I was required to fly the plane myself without the aid of avionics and not die in the process.

Cloud was building in the pass as we edged closer and closer. Five thousand feet and we were so close that we could almost reach out and touch the pass entrance. At that point we could clearly see that the exit from the pass into the upper Rakaia was impassable and a layer of cloud had separated the valley into an upper and lower level. I manoeuvred the Zephyr to the right hand side of the valley entrance and nudged the nose into the gap as far as I dare. "That's enough" I cautioned myself, then immediately hooked her left into a gentle medium turn only to find that I was running out of valley when the rocks on the other side looked much too close for comfort. I increased the bank in the turn as I lowered the nose significantly to anticipate the 3,000 ft drop at the entrance to the pass. The valley floor dropped away and disappeared behind us as I pulled out of the dive with umpteen thousand feet to spare. Whew!

We had been stopped in our tracks by the whim of nature in the mountains and were now facing westward for a return to Hokitika. I immediately realised that we were flying blind and in deep trouble. Previously unbeknown to us the sun had dipped below and behind the mountains now ahead of us, which caused us to be flying blindly into shade. We could not make out any shapes or valleys in the darkness despite the time being early afternoon.

There was an ominous silence in the aircraft as we both removed our sunglasses and leaned forward in perfect unison, straining for clues. I settled myself down and set to work on the problem. First I satisfied myself that distances in the mountains were quite vast so I had ample time to think it through. I set the aircraft for a powered descent to keep the engine warm. The earlier problem we had of keeping the engine cool whilst climbing under high power had now been reversed. I paged through the GPS for track history. BINGO! I joined the dots for a few minutes and the intercom chatter again returned as we began to identify bits and pieces to confirm that we were on track and heading back down, a long way back down to the west coast and Hokitika.

Our primary navigation mode of map reading had taken a back seat for a few moments. The descent was otherwise uneventful which gave us good space to think through events and daydream. I caught myself lost in a past sortie I did many years ago to Fox Glacier and Mt Cook in a Cherokee 140 out of North Shore. I figured that I had learned much, much more on this trip so far and this time flying a much lighter aircraft. I was satisfied with today's effort and assured myself that we'd push for the summit tomorrow.

To be continued....



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Confused, baffled, can you help a fellow pilot ? Charles Russell

One of the most confusing and yet most important events of any trip aloft, is the coming back to earth again and doing a standard rejoin. Pilots fortunate enough (or cursed) to operate in controlled airspace are intoned to join in a certain manner by stern voices on the RT. Flying in this environment allows them to concentrate on their impeccable landing technique. Those of us cast out into the wilderness of uncontrolled airspace and fields without gnomes in glass boxes and radios to advise us, routinely sort out where the wind is coming from and what we expect to meet when we arrive at our destination. When we get it wrong because the wind has veered requires a very vigorous stirring of the sludge we call a brain! Some fields with multiple runways can cause such confusion that instructors forbid their students to land there, it being too difficult to sort out the traffic direction for the runway in use.

Over Christmas locally, pilots from outside the area have requested information about the runway in use from others landing or taking off. If it helps, then I am all for it. But as a pilot in command, one must still treat the information one receives with caution. As in all societies, there are those at the top, those in the middle and the dregs at the bottom. The exulted heights of CPL peer down at the plebs flying PPL, and they in turn curl their lips at the creepy crawlies flying Microlights.

So then, here I am moving onto the runway and holding for an aircraft on finals for the correct runway. He lands, I move out and backtrack to the end while he trundles down to bugger off the runway and let me go. I move onto the centreline, check all the pretty dials and thingies, announce my intentions to roll and go. I announce airbourne and turning right to vacate. At this point in a lumbering C172 I am 500 feet off the strip and flying down wind of the runway, climbing as only a C172 can....making a cup of coffee down the back, reading the paper, watching a video....you get my drift. To my surprise, a gung ho Russian trainer is above me turning across my bows intending to join for the opposite vector and a 10 knot tail wind landing. Just as well the runway is a decent length. Had I been flying my toy plane- the Tecnam, I would have been at the same height on a collision course.

I learnt to fly in an under-powered early Bantam.(It was quite new then). Moving on to heavier planes and lighter but more performance orientated aircraft has given me a wonderful understanding of what to expect from whatever it is I am flying. It frustrates me to hell that too many problems in aviation are caused by PPLs and CPLs without our background and appreciation of performance.

There are a lot of you pilots out there who know what I am saying. There are too many of you who nod in understanding and turn over to the next page. Your views count. We as a force in aviation need to talk to each other about our experiences and compel CAA to listen to us.

Yet again the rules for flight training are being 're-assessed' for PPLs. If CAA get enough criticism from idiots with tight pants and little between the ear holes, no doubt we will be next. So then, I would like some more of you to write articles about meaningful experiences, not just the 'Jim and me flew over the whatever' and had a great time.

Aviation around the World is in transition. In New Zealand, our thoughts could well make the difference between being stomped on from a great height by half wits in government, or intelligent and sympathetic understanding of our sport. All of us flying Microlights have backgrounds as various as starting from scratch, to staying in aviation after years of flying 'cigar tubes' around the World with Microlights being our ticket to continue flying giving us the spur to stay interested.

I want to see more articles in our magazine about general topics.

An Alpi came in to my strip the other day. I did not get the opportunity to talk to the pilot. We have planes that stagger about at 50 knots, to planes that cruise at 130 knots with undercarriage that tuck into the wings. So how do the owners feel about them? C'mon people. Give the rest of us an idea of what you think about the plane you own or fly.

From CAA

Attached are copies of two new Airworthiness Directives that the CAA is publishing this month concerning Jabiru Engines. These are the first ADs issued for the Jabiru so a new schedule has been created under Engines on the AD website. It may take a day or so to get the website updated so these are advance copies that you may wish to promulgate to your members. As we do not often issue ADs affecting aircraft in the microlight category, I am sending you this email to detail the reasons behind the ADs. I would also like to request your assistance in distributing this information to owners, who may not be on the CAA notification service.



Background These ADs have been issued in response to a number of engine failures that have occurred on Jabiru powered aircraft in NZ and Australia. The engine failures (including two in-flight) have been caused by the failure of the machine screws that retain the "flywheel/timing plate" to the anti-propeller end of the crankshaft. Research into the problem is continuing but work to date suggests that looseness of the propeller mounting bolts may contribute to the failures. The loss of rigidity between the propeller and crankshaft prevents the propeller from absorbing the normal torque pulses from the crankshaft. As a result the connection between the crankshaft and the flywheel/timing plate is subjected to torsional vibration and eventually fatigue failures of the attachment screws occur. Later Jabiru engines have included dowels in this connection which is a design improvement. However no reinforcement of the flywheel attachment will compensate for poorly mounted propellers as the resulting vibration will cause damage. (Note this is high frequency torsional vibration in the crankshaft that may not be apparent to the pilot) It is possible the loosening of wooden propellers is especially likely to occur in NZ due to the variations in humidity we experience.



DCA/JABENG/1 The first AD is intended to ensure that the propellers are securely mounted and checked at appropriate intervals. This is of course just good maintenance practice and should be carried out on all aircraft with wooden propellers. Note that in Australia they have a similar AD applicable to all fixed pitch wooden propellers. Consideration has been given to making this a general AD in NZ too, but for now we are concerned with the Jabiru,(it may be amended in future).

DCA/JABENG/2 The second AD requires a check of the flywheel attachment screws. On the Jabiru aircraft these were found to be reasonably accessible, and a check should not take long to perform. It is essential to report any loose screws to the CAA, (use CA005D form or this email address) so that we can determine the true extent of the problem. It is also essential the prop security AD is carried out. If the problem is related to the prop looseness we should see a reduction in screw fractures. Accurate reporting of any problems (or absence of) is essential to provide feedback into the AD process. This AD also requires modification to fit the dowels at next practicable opportunity. Other issue such as screw heat material suitability (Grade 12.9 vs 8) and out of true couplings were considered. The mandatory check of the screws is intended to quantify the problem, hopefully with the propeller security issue removed , and then we can see if there are still problems.

NOTE: These ADs are issued in accordance with CAR rule part 39 (and Section 72I (3A) of the Civil Aviation Act). This rule applies to all NZ registered aircraft which includes microlights and amateur built aeroplane categories. It may also be timely to remind microlight owners that they are required to comply with ADs for those aeronautical products (e.g Lycoming engines Sensenich Propellers, avionics) installed on their aircraft. In some cases such as the Rotax 912/914 series the AD applicability may differentiate between the non-certified UL and certified versions, HOWEVER, we expect owners of the un-certified versions to use their own initiative in assessing these ADs. Remember if the uncertified version is "just as good" as the certified version it will also be "just as bad" should faults become apparent on the certified version. (in the event of a "before further flight" safety issue we would of course attempt to notify all owners, certified or not)

Continued from page 2

to Mt Sebastopol and stogged around the Boddington Range where the turbulence was starting to be noticed by both of us, some of the lift was taking us up to the 9500 foot mark so I dived down towards the Ward Pass, and checked out the frozen lakes during a slight detour, the snow looked brilliant with the sun shine reflecting off it, the dark stark rock faces in contrast looking almost medieval.

On one of the faces we saw a small mob of chamois, orbiting I tried to get a few pics, but they all scattered so that was that. At the top of the Awatere we came across four deer (one of my workmates nailed one the following weekend) out in the tussock just enjoying the morning sun so they got a buzz, then it was out to the east along the Inward Kaikoura's, all snow and jagged rock faces, amazing scenery, I never tire of it.

Out over Seddon , we checked out the salt ponds (oops Lake Grassmere) and I noted the easterly had picked up, we changed course for Ward (had to wave to a friends mum) then out over the sea to see what we could see to Cape Campbell, repeating my emergency plan to my passenger should we have to ditch in the drink.

Just offshore about 5 whales were cruising south so over we went to investigate, crill had stained the water a pink colour and the mammals were right in the middle of it all,it looked like 3 adults and 2 calves, they looked like submarines on a mission, I called the whale watch and gave the location, checked and cleared the area, then with full flaps, a reduced power setting.....and carb heat, down into a right hand orbit for my passengers benefit.

After observing for 3 or 4 minutes we headed towards the big lagoon, via the white bluffs ,clearing into the zone and setting up for a what I thought, a smooth landing at Omaka into a stiff easterly. On landing the good guys in the tower cleared my SAR watch etc and we taxied back to the hangar.

I learned a lot about my passenger on that flight, he started the war as an air gunner/radio op and ended up after the war as a pilot, then returned to relative obscurity, what a guy. A really nice bloke he complemented me on my flying but thought my landings needed work. He was exhausted and in a bit of pain when I saw him depart the airfield I wished him well and invited him to do it again.

A couple of wags at the club without knowing his illness reckoned my flying was to blame for the way he had to helped to the car and a hilarious ribald afternoon followed with me on the recieving end but giving as good as I got.

The following Wednesday I meet his son again, he was on his way back from his Dads funeral and thanked me again for the flight. I was lost for words.....yeah I know, not like me at all. Cheers John

Flaps are not considered enough when flying.

Charles Russell



Recently in New York, a Cirrus equipped with a ballistic parachute system tried to turn unsuccessfully in a 'box canyon' of buildings and ended up crashing into the windows of an apartment building. Naturally enough this event caused mayhem and the launching of fighter aircraft to all points of the compass with little idea of what was going on, and what they would be required to do. It is fortunate that there were no other aircraft in the vicinity or it is certain that they would have been shot down without a moment's thought. The pilot of the Cirrus had previously expressed his confidence in the ballistic parachute system incorporated into the design of this aircraft. "If I have an engine problem" he expoused, "I simply punch the parachute and we come down gently to the ground".

His faith was touching, simplistic and he and his instructor died as a result.

Thinking about this occurrence, it is apparent that his belief in the system led him into the trap of thinking he was bullet proof and did not need to look at other possibilities when flying in order to save himself and the aircraft.

The area he was flying through has special considerations that thankfully we in New Zealand do not need to consider. Cruising down the river with high-rise buildings on either side is not something we need to bother

with. Add lousy weather and the late realisation that this place was designed more for helicopter operations than fixed-wing, and one can readily see the dangers.

Weather being as it is locally, we can experience rapid deterioration frighteningly quickly. New Zealand pilots develop an innate sense of what they are just about to fly through and what to expect at the other side, or they do not become old pilots. This is one of the more frustrating aspects of being well into the backside of the World.

We have all learned to steer across a mountain range at an angle, rather than attacking it head-on. If we get sink, we are in the right place to steer away and either lick our wounds, head back for a cup of tea or something stronger, or have another go, pre-warned.

Much of flying is thinking ahead of the aircraft. If we have an engine failure, where are we going to put her down? During our initial training we learn to use the systems available to do what is needed. At that time and undergoing a flight review, we use the flaps to slow the plane down for an inspection of the intended landing area and for taking off and landing. We have previously learned to control the plane in 'bad weather' configuration using flaps. So then, if you wish to slow your plane down to a safe speed that you are comfortable with, do you use flaps? What revs will you employ and what degree of flaps will you put down? If you do not know, then you are denying yourself a very valuable alternative to screaming along at a rate you are not happy with. Every plane you fly, you need to test it using all of the systems available to you. The flaps are the least understood and the most valuable system at slow speed.

Whether they be true flaps or ailerons that can act like flaps, every pilot needs to experiment with throttle setting and flap setting, solo and at full weight to see how the plane flies. This requires steep turns at various throttle settings to see just how tight the turn can be made without losing control. It is surprising just how tightly a plane can be turned with 20 degrees of flap just below the limiting speed with flap down. Paying attention to engine revs required will give a good idea of what to expect in various conditions and payloads.



The early C172s allowed the flaps to be dropped to 40 degrees. This was great for pilots knowing what to do with them. Staggering about at 45knots in complete safety was reassuring. Too many pilots stalled on landing in this configuration, so later models limited the flaps to 30 degrees. Don't teach pilots how to use the flaps, reduce the effectiveness of the plane by making pilots land at a higher airspeed.

This is senseless. Pilots deserve better.

We all hate to fly with an instructor. Articles are always telling us to go up with one of these Gods to be shown how to do stuff. We simply feel that they will sneer at our efforts, criticise everything we do and reduce us to jelly. The fact is, instructors are just as terrified as we are of being made to look foolish. They are just pilots who love to teach others what they have learnt. So if you are not sure about dropping the flaps and flying safely with them down, grab someone who is. Chances are it will be an instructor. If you are not totally aware of just how your flaps can work for you, then find out. For some it will be a revelation.

They get you off the runway quickly, and reduce your speed as you come in to land. But flaps are also a valuable system to allow you to fly slowly- like when taking photographs, or when flying in lousy weather. You can turn on a dime with flaps down at slow speed, but you do need to know and be familiar with the engine revs. required at different payloads.

The military found this out when experimenting with wings that moved back as speed increased. Variable geometry was the result. At the bottom end of the scale (us) flaps can achieve the same results.

GO FOR IT !!

For the want of something else interesting to write about in these days of terrible weather with seemingly constant south-westerly winds blowing, rain almost every day there has not been a lot of flying. So because of the weather I thought by way of a change I might take a look in the rear view mirror. My rear vision mirror. Who knows, I might even get philosophical along the way.

For myself, from an age when I had been able to make adult decisions about my future, that was in the mid to late 1950's, I had wanted to do 2 things. One was to travel to Antarctic and spend a summer on the ice doing things you do when you spend a summer at the Antarctic on the ice. For me now that's just an unreachable dream. Marriage, a family, starting and running a business and age have taken hold of my life. I have no regrets about that. Our business was very good to my family and myself. All these years later I'm now too old to do the Antarctic thing so I've let that go, but I do think about it from time to time. Dreams are still free and untaxed.

The second thing I wanted to do was to learn to fly. Not necessarily commercial rated. Just to be able to fly aircraft and maybe even own my own little plane one day seemed pretty good to me. My wife thought I was crazy back then. She still thinks I'm crazy. So in the late 60s I made a determined effort. I met up with a few local like minded flying type people.

Way back then Robert Trewavas had bought a little single seat VW powered Turbulent and flew it around the local area. I can't think of anyone in the area before Robert with a home built. Clarry Healy was in the final stages of completing a Taylor Monoplane, again VW powered. I well remember the day Rex Handley, a SAFE Air pilot from Blenheim came over the hill to test fly it. Clarry was a perfectionist and had made a beautiful job of his Taylor. I'm told it flew beautifully also. I think this aircraft is still airworthy somewhere in the North Island.

Ron Munchaster was building a Turbulent in his garage. Ron couldn't fly and had no intentions of learning to fly, he just liked building things. From memory Roberts original Turbulent got itself damaged and his VW engine ended up on the front of Rons Turbulent. The next thing you know Robert has sold the bones of his damaged Turbulent, bought Rons plane and before you know it he's back in the air again. I think both of these Turbulents are still flying. I see one of them from time to time in a hanger at Rangiora. I'm not sure where the other one is.



Another project in the area at the time was Dave Crimp building a Jodel D11. In my eyes Dave was a lucky bugger. Dave had a farm up in the sticks and owned a little VW powered Taylor Monoplane that he had purchased from someone in Wellington. Better still he had his own airstrip on the farm. How good could that be? I remember when Dave's D11 first flew. He flew it for ten years or so years then

sold it on. This one is also still flying somewhere down south. I also remember when Dave sold his Taylor. The new owner came from the North Island to take delivery. (Now I'm told this Taylor was not exactly built to plan. It seems there was no dihedral in the wing and from all reports was not the easiest thing to fly.) Dave gave the new owner precise instructions on the handling characteristics of this Taylor. The new owner nodded that he understood its little idiosyncrasies, that he was an experienced tail wheel pilot and he could handle this thing, no worries. I understand the remains of this little Taylor were loaded onto a trailer that day at the local airport and the new owner towed the wreckage home behind his Toyota. Most undignified.

Another local project was with Rex Krammer. Rex was building a Sorrocco. He was furiously working away and made great progress on this plane. I think it only took Rex about 3 years to complete. Hell could this thing could fly. In its day it was a real rocket. Rex built it with the intention of fitting retractable gear into it but to my knowledge it never happened. I'm not sure what happened to it after Rex traded it on a Piper Aztec or something.

Terry Logan had the plans of a Jodel D11 and hoped to start construction. Remember all this was more than 35 years ago. Micro lights were unheard of. You see locally there was quit a lot of activity in the home build aircraft scene and against this backdrop the urge to fly became just too great. Looking at my logbook I see on the 1st day Oct 1971 I took my first flying lesson. Brice Nairn had just started up his flying school business and I became his second pupil. I wonder where Brice is now?

Again I see in my logbook I took my PPL flight test on 24.Oct 1972. Neville Kennard from CAA was the testing officer. Result "Pass". The public of New Zealand never knew the danger they were in from above when I was flying. You recall earlier on in this story I mentioned I would like to own my own aircraft. Well Terry Logan for whatever reason decided not to proceed with the D11. I bought his plans and licence to build from those plans. Robert Trewavas thought he also would like a 2 place machine and he too bought a set of D11 plans. Robert sold his 2nd Turbulent to help finance his D11 project. I started my D11, Robert Trewavas started his and 2 more home-builts were under way in the area. Robert went on to complete his D11. It was a very well built and a beautifully finished Jodel. Its still flying somewhere down south.

As for my project. I spent 2 years building and got the Jodel to a "Sit in" stage. It then became a victim of my desire to go into business. I sold my Jodel project to Les McAlwee and Arthur Jordan. Les and Arthur did a fabulous job of finishing this plane and it still flies locally from a private airstrip nearby and is still owned by Les. Les if you read this I would like to buy it back.

Well again I see in my logbook that on the 1st of August 1978 I did 35 minutes in the circuit at the local airfield. My total flying time at that stage was 170 hrs. I also see on that day I had written a note to myself in my log book. The note said "I think my flying days are over" followed by my signature. What some people will sacrifice in their desire to become self employed. Remember that was 1978, Just started a new business venture and feeling quite positive so selling my Jodel and giving away flying was perhaps not the end of the world.

Now I would like to fast forward to 2003. We have just sold our land and business and bought another property of 30 acres or so down on the plains. Land as flat as a pancake. My god what can we do with all this land? Its 700 metres long, nice and clear at each end. Hells teeth I've got an idea!!! I could make an airstrip. Must not let on to her indoors yet as she maybe just a little anti this little gem of inspiration. I've got to box just a bit cleverer here. As all good husbands do I sowed the seed of thought in her mind and before you know it she said "Why don't you turn our land into an airstrip?" I said "Good god woman why didn't I think of that?" Well I've got to say the job was done before she could change her mind. Females are funny creatures aren't they? I've been married to her for over 40 years now and still I can't figure her out, but that's another story for another day.



Lets move on just another year or so. I see on the web site there is a micro-light for sale down south. Without discussing it with any one I decided I should go south and

have a look at this. I went, I saw, the owner took me for a fly and I bought it. It was a beautiful little tail wheel micro-light. The day I went back to take delivery I took Alistair Hart along with my wife and Robyn, my daughter, who is 35 or something. They came down to drive the car home. Robyn took one look at it. To her it looked so small, she was horrified. She thought I was "bloody mad". I remember my wife was almost in tears on the tarmac. She thought we were going to be mince meat on the side of a hill somewhere between Timaru and Nelson.

Alistair Hart and I flew it home that afternoon. Alistair in the left seat because he is the guy with the licence and me in the right riding shotgun. Now remember I not flown anything for almost 30 years, Worse still I'm a lot older now, reactions are slower and never did have any tail wheel experience. Back home I contacted Kevin Allport to seek his advice. Kevin is a local micro-light instructor. He said he would teach me to fly again. We made a date for my first lesson in his Rans S6 tail wheeler. That was 12th Dec 05.

All went quite well until one day a fault occurred in the Rans that made it unserviceable for a time. Now here I am getting older by the day and because the Rans is out of the air I'm not flying again. We just cannot be in that situation again can we?

I decided I should visit Alistair Hart. I've mentioned Alistair earlier. He is another local instructor and operates a Zenair 601 XL. For those who don't know the Zenair has a tricycle undercarriage. Now was this thing easy to fly or what? Technology had really gone somewhere since 1972. I liked the Zenith so much I sold the little tail wheeler I had bought down south and ordered a new factory made Zenair 601 XL from the agent up north. I said to Anton the agent "I'm getting older Anton and I want delivery before I die". Anton said he could deliver me one within 5 months new from the factory. Job Done!! I ordered a new Zenith in January 06. A friend of mine, Jeff, also ordered A Zenair at the same time. Anton the agent had a good day that day!

I need to move sideways here for a moment. Maybe I should have moved sideways a paragraph or so back. As I said above I started my flight training for the second time on 12th Dec 05. My second first solo was on 24th Dec 05 having completed 12.9 hours training on the tail wheel Rans. I well remember Kevin calling the tower to advise that his pupil was going on his first solo. Quite suddenly the circuit was clear of all traffic. I wonder why? Every thing Kevin had told me in the previous 12 hours training became very clear and crystallised in my mind. I completed a beautiful circuit. The landing was good. I barely felt it touch down. Only one circuit. My second first solo. What a buzz. It was bloody brilliant. Just as exciting as it was 35 years ago. Why spoil a perfect day by stuffing up on the second time around? Congratulations came over the radio from the tower and other aircraft holding clear including the captain of a Dash 8 holding clear. Thanks to those guys for not crowding me that day.

After the Rans became unserviceable I went on a reasonably intensive flight training program with Alistair Hart. I completed the necessary micro-light exams and gained the advanced micro-light licence on 30th May 06 having done another 38 hours both dual and solo in the Zenith in 3 months.

Back to the story. Well true to his word, Anton, the Zenith agent up north phoned me up in late May and said my new aircraft had arrived in the country. My friends Zenith was also in the same container. After assembly and CAA inspections etc the aircraft would be ready for delivery in about 2 weeks. Anton asked "Would you like to have the Zeniths delivered or would you like to come up to Hamilton and fly them home"? I said "What do you think"?

We asked Alistair Hart if he would like to come with us to Hamilton. Well you don't have to ask Alistair twice about these sorts of things. We went north on Air New Zealand on the 23rd

of June and flew home on the 24th in our new aircraft. If this is not a real buzz then tell me what is.

I confess that at the time of this writing I have clocked up almost 70 hours in mine in just 5 months. That's well over 100 hours flying in the last 12 months. I'm just starting to get the feel of the thing. Over the years I have forgotten many of the names and faces of those I knew all those ages ago but about 2 months ago I met a person at the Nelson Aero Club Brass Monkey Fly-in at Lake Station. I was there with Zenair. A rather small statured white haired spritely elderly man approached me and we struck up a conversation. Yes about aeroplanes. After a few moments I recognised the person I was talking to. It was Rex Handley. Now I don't think Rex will mind me saying but I think he is now well into his 70s. Before you know it I was taking a very willing passenger for a ride in my Zenair. He told me he had given away flying 10 or 12 years previous but on a whim quite recently he went down to the local Omaka airfield and took a trial flight in the local aero-clubs new Tecnam micro-light. Guess what? He got a micro-light medical, took lessons in the Tecnam and gained his advanced micro light licence. Good on ya Rex. This guys got about 15 years on me and I thought I was doing quite good.



You know, apart from modern technology in aircraft construction giving rise to microlights a lot has changed in the light aircraft scene in the last 35 years. Rotax motors for example. Who would have thought aircraft 100 hp aircraft engines would ever be run at 4800 to 5000 rpm just cruising and sipping fuel at only 12 to 16 litres per hour and only half the weight of Lycoming or Rolls Royce

motors of similar horse power. Can you imagine what would happen to a C-90, an O-200 or an O-235 engine over 3000 rpm? Can you imagine these engines burning fuel at those rates? Another change is the people. Apart from Jeff Jordan, Kevin Allport and Rex Handley there's a whole group of new faces. Most of them just as enthusiastic as flyers ever were.

It seems to me a modern micro-light has most of the bad habits designed out of them and are very forgiving, but having said that they command just as much respect as any other aircraft. Again technology has come a long way in recent years with modern avionics, tracking systems and navigational aids and their uses. CAA procedures have changed, there is a very high focus on flight safety and awareness but it doesn't take long to get up to speed with the new way of doing things and it becomes just another habit.

Now here comes the philosophical bit. I warned you it was coming. I guess if you think about it there is a moral in every story. For me it's this... Once you've been bitten by the flying bug you stay bit.

Just because you're geriatric does not mean you can't learn to fly or retrain if you have let your previous licence lapse. The micro-light medical is a little easier than a PPL to pass but not much easier. Theory is just as difficult as ever and has 1 extra exam covering micro light law, but with age comes wisdom so on balance there is some advantage. In the old days I would check things once before I flew. I don't do that any more. I check things twice. So if you have the ability to think that you may not be too old to fly you have already passed the first prerequisite. This is because you had the ability to think the thought in the first place.

Now I know I have made a little light of the situation here but there must be a lot of people out there who will grow old thinking about what might have been instead of just doing it. For many I'm sure its not to late. "GO FOR IT".

Bob Wagner , President Nelson Microlight Club

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Payload	301 kg
VNE	100 mph / 163 kph
Cruise Speed	95 mph / 150 kph
Minimum Speed	20 mph / 32 kph
Rate of climb	980 fpm / 5 mps
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Landing distance	0-50 feet / 0-15 metres
Fuel capacity	70 litres = 3hrs +
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I Learned About Flying From That. - Alan Murgatroyd ZK-CQC

After learning to fly with the Royal Air Force I hardly touched a light aeroplane, or flew solo, for the next 40 yrs. 4 engines and 4 crew were the norm, and with a demanding occupation, busy family, and limited cashflow - it's a myth that the hump on the 747 is for the Captain to sit on his wallet - meant that recreational flying was a rare event, so when the late Bruce Lambess suggested that I buy his single seat, VW powered Turbulent, to fly from Kerikeri to Dargaville in 30 mins instead of a 2 hr. drive, it was a whole new ball game.

No longer did I have a Flight Engineer to complete the pre-flight exterior inspection, start the engines, manage the fuel, monitor the temps. and pressures, and pass my coffee from the Stewardess, amongst other things, or a Co-Pilot to read the check list, talk to ATC, load the navigation waypoints, copy the weather, listen to the ATIS and keep me amused - I was on my own ! Scary !

I had to await a window in the weather, but then arranged to collect ZK-CQC from Bert Gregory at Kaikohe, where I planned to use all the length and width of that magnificent facility to re-acquaint myself with a tail-wheel - that really was a 40 yr. gap - and get to grips with this Tiger that I had grabbed by the tail, but no sooner had I handed Bert my final cheque to complete my arrangement with Bruce, than the sky darkened, rain clouds threatened and I decided to run before the storm and get back to Kerikeri.



Brakes on, switches on - Contact ! Bert swung the prop then dashed off back to EKO and he and Brent flew back to DA. So there I was thrown in at the deep end, and gingerly taxied on to the runway, remembering to weave left and right to see ahead. Checks complete - what checks ? Well I guess it was wise to ensure that the fuel was still turned on, no trim, no mixture but the choke was pushed in, altimeter read 500', oil press. and temp. and cyl hr. were in the middle of the range, so presumably within limits, no flaps, harness secure, rpm increased with throttle and the engine didn't stop when I turned each mag. off, compass vaguely indicating runway heading and control surfaces waggled obligingly, no radio, but Kaikohe isn't MBZ and neither then was Kerikeri. Deep breath, full throttle, stick neutral, bit of rudder, tail came up, bit more rudder, experiment with a bit of back pressure on the stick - and we're off ! Committed now, the thing had to be landed somewhere and the sky over Kerikeri was clear so why not go home and beat the rain.

Naturally the wind was right across the long runway at Kerikeri, so not wishing to test my 40 yr. old tail wheel skills and a cross wind at the same time I landed on the short grass runway 02. After only one small bounce I was trundling along quite happily with the stick held firmly back, but the hedge was getting close so it was time to experiment with the brakes. Big mistake. The Turb. brake pedals stand out of the floor between the rudder pedals, but there is only space for one foot at a time, which is supposed to apply both brakes, but of course they are never rigged to grip evenly, so a turn is induced and it is essential to correct this quickly, so one has the option of twisting the sole of the foot to create a differential pressure on the pedals, or apply the opposite rudder.

Murphy's Law dictates that the rudder to be applied is the one with the foot that is being used to for the brakes, so it is off with that foot, on with the other foot, dab of rudder, overcorrect, change feet, opposite rudder, overcorrect, change feet. The corkscrew result of these ballet steps were observed by the Flying School Cat 'A' CFI, which doubtless has a bearing on the present opinion of Part 61 instructors that Microlight pilots are Cowboys - proficient in Square Dancing. I finally got everything under control, put the aircraft in the Club hangar. And had a beer.

I had to wait a few days for the weather to improve, but finally got to playing with my new toy and went back to Kaikohe where there was no one to watch. I perfected the technique of completing three touch and go's from one approach - with 1500m available and only about 200m needed each time, and no flaps or trim to re-set, this is hardly a challenge. Three-point landings, wheel landings, side-slipping to final, calm Summer evening take off on 17, circle to 31, circle to 35 circle to 13, circle to 17 -hey ! this is almost as good as taking a 747 into Hong Kong - and there is no one there. Kids - Don't Try This At Home.

After about 3 weeks a club member asked me to fly his wife in the club C-152 with a camera, to photograph their own aircraft air to air. On landing there was film to spare and they offered to reciprocate with photographs of me and CQC, so off we went - formation flying now - another memory from the past.

They landed back ahead of me, and downwind for the short grass rwy 20, but being used to 3,000m of sealed, International runways, and latterly 1500m at Kaikohe, the 460m of Kerikeri's 20 looked awfully short, and I considered myself too close, too high and too fast, so flew most of the circuit with the throttle fully closed. Rwy. 20 is guarded by a stand of tall gums, over which I now know there is a permanent downdraft, almost like a standing wave. Being correctly positioned on short final, the downdraft required a touch of throttle - at which point the engine stopped. S..t !

Check fuel on, switches on, carb. heat in, keep airspeed, fly the aeroplane - don't stretch a glide. To the right of the 20 threshold is a fairly long paddock, which had a mound of winter feed covered in tarpaulin and rubber tyres at the end, at least the tyres would ensure a reasonably soft deceleration - maybe. Unfortunately a pair of gums were in the way and I was convinced that I couldn't squeeze through and so would take the wings off, so it was down to ground level and minimum speed, but in fact I got through with room to spare. Following the best landing of my life I hit a rut and dinged the prop. I got out cursing heartily, set some chocks, swung the prop, and the engine started immediately, then walked over to the flying club where my friends were expecting me to taxi in behind them instead of slouching dejectedly across the field, dangling my headset - by then I had installed a radio in CQC. We all went back, the farmer obligingly removed some of his wire strand fence posts, and we pushed CQC back to the hangar. And had another beer.

"Carb. icing " said the Bar Room pundits, sagely, but I didn't really believe that, I know one can never say it isn't that sort of day, but it wasn't that sort day - I don't think. Over the next few weeks I had the prop repaired, the engine, carb., magnetos, fuel pump and fuel lines checked over and via the Internet contacted the UK Tiger Club, who run a fleet of Tiger Moths and Turbulents. " Funny that " they said, " it sometimes happens to us too and we don't know why either, but we recommend a small trickle of power be held right into the flare " I now have a large red line painted on my rpm. gauge, beyond which I never reduce - ever - until over the hedge.

After a few confidence reassuring flights I decided to see how high I could get - over, or near to, the airfield of course. Achieving 10,000 ft. I was cold and bored - it took a long time - so decided to go home. I pulled the power off and the cyl. head temp. dropped back to the stop. Can't do that. Restored some power and dropped the nose with the same result. Hum ? Eventually it took me nearly as long to slowly descend with some power on, as to climb.

Starting CQC is always a challenge, those who have owned VW cars will recall having to keep the starter turning and pump the throttle until the thing sprang into life, but with no electric starter, not even an impulse magneto, swinging the prop will only give you one compression at a time, at a time, at a time etc.

When I win the Lottery I'll employ an engineer who will have the aircraft (cleaned) stood outside the hangar with the engine idling, so that I can drive up and jump in with a cheery wave and a cry of " back in an hour, make yourself a cup of tea " . The engine has to be started with half choke selected, and if successful one should then close the choke and open the throttle, the engine stops. Not warm enough.

In retrospect I think I let the engine get too cold and had I grabbed a handful of choke it might have sprung back into life - maybe. I'm not inclined to try and prove the theory and anyway I was too busy flying the aeroplane - always the first priority.

What have I learned ? (re-learned ?) Always assume that the engine is going to stop at the worst possible moment and have a cunning plan ready, like coming in high and side-slipping over the hedge is a good idea with a flapless aeroplane. It isn't the first engine failure I've experienced, but previously I had a few spares to rely on !

Fly the Aeroplane, they actually glide quite well, and remember - glider pilots always have a forced landing and they survive ! Usually.

Minutes of the 2006 Annual General Meeting of the Recreational Aircraft Association of NZ Inc.



Held at Waikato Aero Club Inc clubrooms, Hamilton airfield on Saturday November 18th, 2006.

Ian Sinclair (chairman) opened the meeting at 10:30 am and welcomed those present.

Proxies were confirmed for-

Club	Proxy	Voting strength	
ARMAC	Anton Lawrence	22	3.2%
BOPMA	Colin Alexander	61	8.9%
CRAC	Brent Thompson	87	12.7%
GFG	Ian Sinclair	23	3.4%
HBMC	Ken McKee	17	2.5%
NMC	Evan Gardiner	17	2.5%
NRFC	Kevin Hartley	47	6.9%
SCMC	Ian Sinclair	34	5.0%
SRAC	Evan Gardiner	58	8.5%
WMLC	John Pratt	24	3.5%
WCMC	Ian Sinclair	24	3.5%

With 60.6% of members represented, a quorum was confirmed.

13 members were in attendance, including 5 Executive members.

Executive Members present- Ian Sinclair (chair), Evan Gardiner, Anton Lawrence, Brent Thompson, Stuart Parker (secretary)

Apologies were received from- Alistair Hart, Barry Winslade, Shorty Cole, Peter Kernahan, Paul Woodley, Mike Sheffield, Rob Dhryfout, Rob Peck, Phil Budding

The minutes of the 2005 AGM were read and discussed.

Matters arising from the minutes were

* 406MHz beacons. Bob Walton asked what submissions had been made by RAANZ to CAA. Anton Lawrence explained that there was an inevitability about the introduction of what will ultimately be a very useful safety aid, but that we had proposed a 50NM radius before being required. We await the final ruling. Microlights will be permitted to use wearable, hand-deployed PLBs rather than fully installed beacons. Colin Alexander pointed out that current prices about \$700 for GPS equipped PLBs, and likely to fall further.

* Trophies. Ken McKee asked whether there had been any progress on tracing and recovering the various trophies. Stuart Parker said that calls for info on the RecPilot had not elicited any response, but worth repeating to rattle some cages or memories.

Moved: That the minutes be accepted as correct (Ian Sinclair/Nancy Hodge/carried).

Ian Sinclair read the President's Report.

* Vote of thanks to Anton for the excellent IA seminar and Technical CD project.

Moved: That the President's report be accepted (Ian Sinclair/Ken McKee/carried).

Evan Gardiner read the Operations Report.

* RAANZ FRTO now submitted to CAA, awaiting their confirmation.

* No confirmed host club for the 2007 national fly-in. Any suggestions or interest?

* Training manual is now web based and under revision, with input gladly accepted from interested ATOs and Instructors.

Moved: That the Operations report be accepted (Evan Gardiner/Colin Alexander/carried).

Anton Lawrence read the Technical Report.

* 406MHz beacons. Minimum radius requirements to be confirmed.

* Technical Project CD. Major undertaking. Will be published on website and updated as defect reports are collected and processed. Important that defects are reported to build this database and possibly save a mate's life- REPORT IT!

Moved: That the Technical report be accepted (Anton Lawrence/Stuart Parker/carried).

Stuart Parker read the Treasurer's Report.

* Noted that the accounts are not yet signed off by the auditors pending certificates from the banks re final account balances.

* About 30% of members now on email list. This has helped to offset the increased mail-outs for membership, BFR and inspection reminders.

* Aim is less than 7 day post-to-post fulfillment of certificate and exam processing.

* Given that we are funding activities out of subscriptions with a modest surplus, and with no extraordinary activities scheduled for next year, recommend that subs remain at \$65 per annum.

Moved: That the Treasurer's report be accepted (Stuart Parker/Ken McKee/carried).

Election of Officers.

Candidates and nominations were received as follows

Brent Thompson	Continuing term
Rob Peck	SCMC
Paul Woodley	CRAC
Anton Lawrence	ARMAC
Ian Sinclair	SCMC
Peter Kernohan	MMC

With no further nominations from the floor, the candidates were elected unopposed.

Remits

RAANZ Exec- That the requirement for RAANZ membership include membership of a RAANZ affiliated club be removed.

* Evan Gardiner proposed the remit and spoke to it, outlining the background issue of more loosely associated non-political clubs with pilots who wish to remain as RAANZ certificated pilots, and our wish to accommodate them into our system.

* Colin Alexander, Trevor Barrett and Ken KcKee spoke of their club's concern that such a move may weaken their clubs as membership would not be seen as a given requirement.

* Trevor Barrett recounted the initial ideals of safe, free, low cost flying that is achievable under the club structure, and may be compromised by a looser system without the influence and peer pressure that a club structure provides.

* Evan Gardiner proposed an amendment to the remit- '7.1 The Society shall consist of an unlimited number of full members. All members must be current members of a club which is an Affiliated Club of the Society, or members of a flying club approved by the Society.'

*Those present agreed that this amendment retained the benefits of a club based structure, while giving RAANZ some room to accommodate properly constituted and run non-affiliated clubs which shared it's values. Noted that RAANZ will need to establish a minimum requirement for such clubs to be approved to avoid rogue pilots' clubs.

Moved: that the amended remit be accepted (Evan Gardiner/Colin Alexander/carried)

General Business

* RecPilot. Ian Sinclair volunteered to continue the next 12 month editorship. Favourable comments from the floor on frequency and content- they look forward to reading it. Suggested we include an exec profile so people know who is who around the place.

* Rec Aviation Australia magazine. Anton tabled copies for review. 12 issues per year at AUD5.50 per issue. They are interested in working with us to include RecPilot or share content.

Moved: Continue discussion, but not compromise the local RecPilot publication, and with no additional cost or compulsion to members- ie if individual members want it, they pay outside of the RAANZ subscription. (Ken McKee/Colin Alexander/carried).

There being no further business, Ian closed the meeting at 12:50 pm.



I would like to thank all members of RAANZ who contribute to the organisation by generously giving their time and skills to others. The positive and inclusive way that our members present themselves within the aviation community is to be applauded and encouraged. I believe that it is reflection of the standards and attitudes set by our senior Inspection Authorities, Instructors and club officers. Successful sharing of the sky requires a positive and productive attitude and I think this is core RAANZ culture. Thank you for your individual and combine efforts.

I would like to acknowledge the effort of Anton Lawrence who has done an outstanding job compiling the IA resource CD and running the IA workshops which were well received by both IAs and interested owner/pilots. This resource sets the bench mark at a very high standard. Thank you Anton.

Stuart Parker has our administration running like a well oiled machine. He has introduced changes to day to day membership services that have improved our overall responsiveness and efficiency. Stuart supports the executive team with secretarial work and accounts for all financial transactions. Thanks Stuart and keep up the good work.

The RecPilot is in better shape than it was at our last AGM. It is being well supported with member contributions and by advertisers. Please keep those flying stories rolling in. The real life experience and personal adventure articles are appreciated by our readers.

Your executive meet formally with CAA during this year. It is beneficial for RAANZ and CAA to have these meetings to reinforce the business as usual relationships we have with CAA personal at a slightly higher level of management within CAA. Thanks to Rex and Tony for their ongoing support at the coal face of the microlight world.

I attended the recent CAA Safety Coordinator Course. This was a worth while and well run event that positively contributed to the aviation community. I would recommend it to anyone who thinks it would be useful for them.

2006 has seen the 3rd 149 organisation emerge to support microlight operations. The RNZAC have a quite narrow and targeted pilot profile in mind. They will be an Aero Club member, trained by a Part 61 instructor in a plane signed out by an LAME. The plane will be a 4 Stroke modern factory built machine. You will not be able to get a check ride in your Bantam at an Aero Club using the RNZAC 149 Certificate. A pilot trained within RNZAC will of course be able to easily transition to a RAANZ certificate whenever they choose. This would involve the same process as someone transitioning from a Part 61 license or from a SAC certificate and presents an opportunity for RAANZ to gain members as pilots progress from RNZAC onto their own machines and move into the wider microlight world.

I presented information about microlighting to the RNZAC annual conference in Christchurch earlier this year. It would be a fair observation that most of the people present still do not understand most microlight operations especially if the aircraft does not look like a GA aircraft.

We have heard many rumors this year that CAA want microlighting to be taken over by the RNZAC, or for our rules to be more like Part 61. These are all just rumors. They fuel speculative and create unproductive buzz. We made a point of asking about these things directly when we meet with CAA. CAA have no agenda to change the rules for microlights or the organisations that support microlighting. All 149 organisations must, of course, comply with the conditions of their certificate. At our meeting with CAA we reiterated that we are not seeking any rule changes and believe our current environment for microlighting is correct. We talked about the "non GA" style of machines that we support and the importance of keeping compliance achievable for our members.

During the year we had 3 executive resignations. It can be a difficult and time consuming job to align the

energy and visions of individuals into a productive executive environment. The executive has managed to achieve worth while results this year. It is important to reconcile the time demands placed on executive members with fact that they are volunteers with limits to the time they can commit to RAANZ. Thank you to the executive team for their time and energy. This will be my last term as President of RAANZ. I remain available for other roles.

RAANZ is in good health and has a positive future. We have a wide variety of club sizes and styles. Our membership ages stretches from young to quite senior. Our airplanes styles span from minimal to complex modern. Our success depends on keeping it simple and making it fun.

Thanks for your support. Ian Sinclair - President

RAANZ Operations Report 2006



I am very pleased to report that the year 2005/2006 has been another 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. There is no doubt that the credibility of our organisation and the ongoing establishment of microlight aircraft as an attractive option for sport pilots in NZ, depends to a large degree on our flight safety record. While it is indeed gratifying to record improvements in safety statistics, all pilots must maintain the highest possible standards in airmanship for this trend to continue. It is as individual pilots that we ultimately define whether each flight is conducted safely or not.

RAANZ is very fortunate to have a dedicated team of Instructors and ATOs that lead the way in promoting a safety culture in our sport. This starts with initial training of the novice pilot right through to license renewal check rides for senior pilots with many hundreds of hours in their logbooks. Our Instructors' contribution to minimal incidents and reported examples of bad airmanship in recent times is acknowledged and appreciated.

Minimal accident/incident rates also has a positive flow-on effect for RAANZ executive members and allows us to deal with more productive tasks. We should all be pleased that RAANZ will soon be able to conduct training classes, invigilate examinations and issue FRTO ratings to our members. Our training syllabus and question pool is currently with CAA for their approval. It should be noted that our FRTO rating does not have an exact equivalence to a PPL FRTO as their additional requirements for IFR etc are not applicable to microlight operations.

Two years ago RAANZ announced significant changes to our certificate structure and a major review of our operations and procedures manuals. I am pleased to report that these changes in the main have all bedded down quite nicely with very few operational or compliance issues arising.

Our current task is to review and re-write, where necessary, our pilot training manual. Currently we have two training manuals, a Pilot Training Manual and an Instructor Manual. However, we intend to combine these two manuals into one as we believe that whatever knowledge the instructor needs, the student will need also. Despite a few flaws in the old manual that will be easily changed, most of the basic training methods established years ago still hold good today. However, many of our pilots now operate 3rd generation microlight aircraft in an increasingly restrictive and complex airspace so, we need to accept some updates to our training curriculum. A good example would be 'Human Factors', which is now recognised as being increasingly important when analysing aircraft accidents and incidents.

Our training manual review is now web based, so if anyone has a desire to participate in this process they are welcome to contact either Ian or myself.

Our National Fly In was scheduled to take place earlier this year at Rangiora Airfield. The weather gods intervened but the re-scheduled event was very successful with a good turnout of pilots and aircraft attending. Thank you to the Canterbury Recreational Aircraft Club for hosting this event and congratulations to the winners of the flying competitions.

Which reminds me that there is apparently no venue confirmed for the 07 National Fly In. Hawkes Bay had previously intimated that they may be interested in hosting this event but if not we really need an alternative venue nominated very soon.

Safe flying, Evan Gardiner - Operations Officer

Tech Report RAANZ AGM 2006



It's been a big year in the Tech seat.

The first issue to deal with was the ELT/PLB NPRM. After a lot of debate and contact with CAA a proposed rule was posted by CAA. There was further discussion within the RAANZ Exec and ATO forum resulting in a submission by RAANZ to CAA. We now wait for the final rule to be published. There can be no doubt this will make the carriage of the new 406 ELT/PLB mandatory, the question will be what minimum radius from base this will be.

The next major event was the production of the Tech Project CD and the following round of IA seminars to present and demonstrate this product. I would like to take the opportunity to thank all those who attended these seminars IAs and non IAs alike as it has help to iron out a few bugs and to add more material to the project, those who attended the final seminar got the benefit of the previous seminars. This project is to be a continuing and growing work, I have already added to it and produced a further 25 CDs which will go to those IAs who were unable to attend the seminars.

The next phase is to get the IA forum up to speed which should enable greater communication amongst IAs and even more feed back for the project.

In the process of researching the Tech Project the Jabiru flywheel bolt failure issue came to head resulting in my opinion on the problem being published. Jabiru on the 30th of October have also released a service bulletin on the subject, IAs must now ensure all engines have at least complied with the service bulletin, a higher level of repair will obviously be acceptable, any questions please contact me directly.

There have been several applications for IA approval this year and one still pending; it's good to see this level of enthusiasm to put something back into the sport.

Modification approval applications have also been a bit more forthcoming since the seminars, keep them coming as some of them have required further information or modification.

Defect reporting is still at low level, I have only had one report of the Jabiru bolt issue yet I know 10 aircraft have had dowels fitted and half of these have had broken bolts, RAANZ and myself should know of some of these, not all as some will be aligned to SAC. All defects especially ones like this need to be reported by all concerned, i.e. the owner and or the agent, there is no point trying to cover it up or to secretly resolve the issue, you won't feel good if someone suffers serious injury or worse loses their life through the lack of defect reporting.

Anton Lawrence

RAANZ 2006 summary of accounts

Membership

2006 membership- 751

Current at 30 September 2006- 684



Income	2005	2006	Comments
membership fees	27961	35904	Reflects increased membership
interest	1701	2172	
other income	1870	4417	CAA/Airways funding for ATO workshop
	-----	-----	
Total income	31532	42493	
Expenses			
accountancy	200	100	
administration	9238	9592	
audit fees	500	600	financial auditor
AGM expenses	2149	2708	
bank/internet	945	910	
CAA fees	472	296	audit fees
logbook purchase	464	767	
printing/stationery	6024	1697	
postage	2955	2649	
RecPilot expenses	2946	5460	
subscriptions	673	699	FAI, RNZAC
sundry	0	1050	
telephone/tolls	225	809	
travel	510	2960	exec meetings, MOU
ATO workshop	0	5530	
IA workshop	0	2062	
	-----	-----	
Total operating	27301	37889	
Plus			
insurance	1018	1065	
depreciation	760	1129	
	-----	-----	
Total expenses	29079	40083	
	-----	-----	
Net profit for year	2453	2410	
Balance sheet			
current assets	66547	70152	
current liabilities	22018	22636	
fixed assets	2674	2097	
	-----	-----	
Net assets	47203	49613	
	-----	-----	
Total equity	47203	49613	

Editors Choice - Thanks guys

The following contributors will receive a RAANZ Cap of the latest style
John Lowther, Stu Harris, Garth Boniface, Bob Wagner, Alan Murgatroyd



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