RAANZ

NATIONAL FLY-IN

2008 Waipukurau March 7-9

Recreational Pilot - Issue #31

February 2008

The Stratomaster range of aircraft instruments

Enigma

120x90 colour display
9 user defined screens, eg...
- IFR- ASI ALT AI HSI T&B compass
- VFR- ASI ALT VSI AOA tach
- engine- CHT EGT fuel oil battery
- moving map- 3D airspace aware
- HITS 3D route navigation
- NAV- GPS, VOR, GS
- 3D terrain- terrain warning
- checklists

Internal GPS receiver
Internal ALT, ASI, AOA sensors
SD card for map/airspace data
PC screen layout design tool
User set range, alarm limits
Audio/speech/visual warnings/alarms

Base unit for primary flight/GPS	$3571
Add RDAC for engine data	$ 280
Add AHRS for AH/compass	$1362
Add secondary display	$3571

Ultra

120x90 monochrome display
2 user defined screens, eg...
- IFR- ASI ALT AI VSI engine data
- VFR- ASI ALT tach fuel engine data
- rotorcraft- opposed needle % rpm

Internal ALT, ASI sensors
PC screen layout design tool
User set range, alarm limits
Audio/visual alarms

Base unit for primary flight	$1521
Add RDAC for engine data	$ 205
Add AHRS for AH	$1264

Maxi Singles

3.5inch standard cut-out instruments
User set units, range, alarm limits

Flight-2 primary flight system	$ 680
E-1 universal engine monitor	$ 403
ALT-3,4,5 altimeter (no/parallel/serial encode)	$ 355,402,399
ASI-3 airspeed	$ 332
ASX-2 altimeter/ASI combo	$ 419
AV-2 compass/turn/AI display	$ 258
FF-3 fuel flow (1 or 2 tank)	$ 265
GF-2 G force	$ 345
MAP-2 manifold pressure	$ 345
RV-3 tacho	$ 258
TC-2,3 temperature (4/12 channel)	$ 305,409
TP-2 fuel/oil temp/pressure	$ 261
VSI-2 VSI	$ 355
GPS-1 GPS receiver	$ 514
RTC-1 clock	$ 278

Smart Singles

2.25 inch compact instruments
User set units, range, alarm limits

EMS-503,582 engine monitor	$ 442,412
ALT-1,2 altimeter (no/serial encoder out)	$ 302,345
ASI-1 airspeed	$ 275
ASX-1 altimeter/ASI combo	$ 382
AV-1 compass/turn/AI display	$ 184
FF-1,2 fuel flow (1/2 tank)	$ 211,234
GF-1 G force	$ 268
MAP-1 manifold pressure	$ 302
RV-1,2 tacho (rpm/%rpm)	$ 188,188
TC-1 temperature (4 channel)	$ 228
TP-1 fuel/oil temp/pressure	$ 191
VSI-1 VSI	$ 302

SPARX-FLY Recreational flying avionics and accessories

Stuart Parker sparxfly@xtra.co.nz www.sparxfly.co.nz 07 825 2800 021 076 3483

Prices current July 2007- call to confirm prices and availability

Recreational Aircraft Association of New Zealand

Freepost 102829,
RAANZ
PO Box 15016
Dinsdale 3243, Hamilton

Phone 07 825 2800
email: office@raanz.org.nz

Head Office Address
Recreational Aircraft Association of New Zealand
Located at the residence of
Stuart and Ruth Parker,
559 Rukuhia Road, Ngahinapouri
http://raanz.org.nz

Administration Officer
Stuart Parker,
Home Phone (07) 825 2800
email: office@raanz.org.nz

President and Technical Officer
Anton Lawrence,
108 Glendale Road,
Glen Eden, Auckland
Home Phone (09) 813 6404
email: president@raanz.org.nz
email: tech@raanz.org.nz

Vice President
Brent Thompson, 44 Halberg St, Dallington, Christchurch
Home Phone 03 313 1865
email: brentsprops@xtra.co.nz

Operations Officer
Evan J Gardiner,
18 Rossiters Rd,
No.2 R.D., Rangiora 8254
Home Phone and Fax (03) 312 8603
email: ops@raanz.org.nz

CEO
Ian Sinclair,
479 South Boundary Road,
RD 25, Temuka, 7985
Home Phone (03) 614 7662
email: ceo@raanz.org.nz

Committee
Paul Woodley, 422 Greers Road, Bishopdale, Christchurch
Phone (03) 313 3592
email:pwoodley@xtra.co.nz

Willie Morton, PO Box 22, Moerewa, Northland
Phone: 09 404 0089
email:williem@actrix.co.nz

Rob Peck, Taiko RD 4, Timaru
Home Phone (03) 686 1497
email:system.services@outer.net.nz

The recreational Pilot Magazine is produced by RAANZ for its membership. This is Issue 31 - 11th Februrary 2008.

Upcoming publication dates are Issue 32 - 1 May 2008

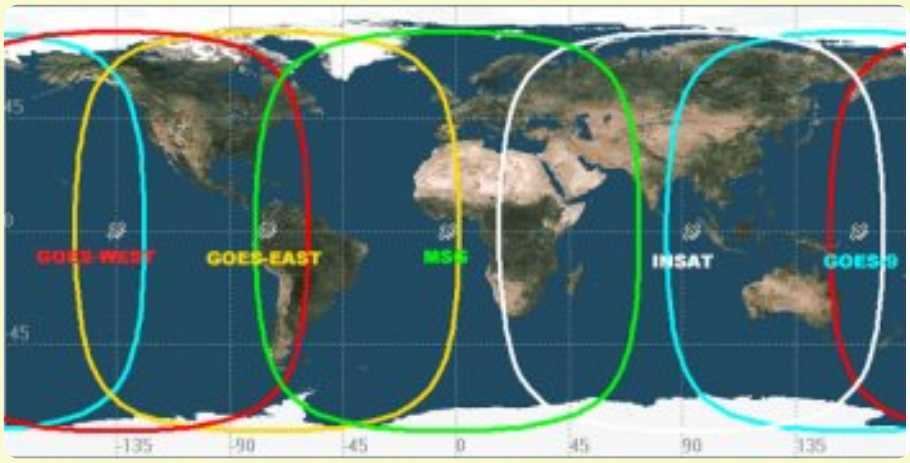
Digital photos and articles for publication should be forwarded via email to editor@raanz.org.nz. RAANZ reserves full editorial rights to exclude or change any content that is not appropriate. Hard copy is distributed to financial members of RAANZ via "Permit Post 187601"

Cover photos KTO - Paul Woodley, and Waipukurau from space via Google Earth. Thanks to everyone who makes the effort to write for the magazine. Your work is appreciated and enjoyed by RAANZ members. We always love to get photos and stories from members.

Enclosed in this months magazine is the forms required to order PLB's from Aviation Saftey Ltd.

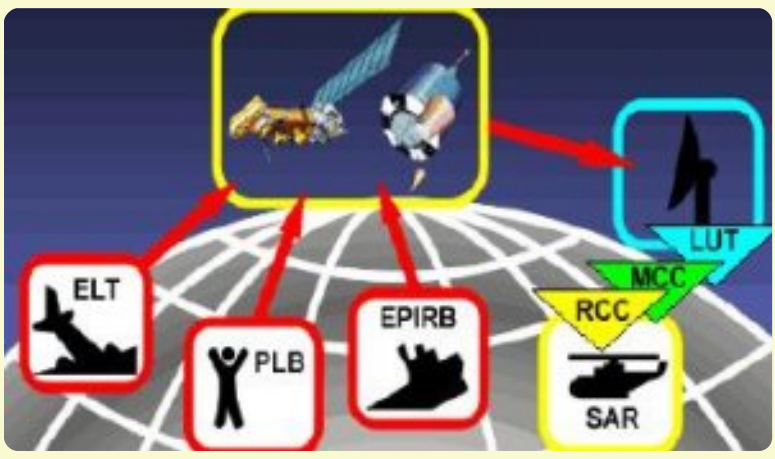
406 MHz PLB/ELT Requirements for Microlight aircraft

From 1 July 2008, all microlight aircraft operating further than 10 nm from its departure point, must carry, as a minimum requirement, a 406MHz personal locator beacon (PLB). Any microlight aircraft fitted with a 406 MHz emergency locator transmitter (ELT) will also comply with the rule.



In the lead up to this new requirement for microlight aircraft, RAANZ executive were involved in the rule making process with CAA. Our earlier submissions noted that in the history of microlight aviation in NZ, no microlight aircraft had ever been the cause of an official search and rescue operation. We also questioned the compulsory component of carrying an ELB/ELT on microlights, noting that an increasing number of our members already did this voluntarily and that maybe a suitable education program would be all that was needed to encourage more active participation. At the very least – we submitted – insert a clause to allow all microlight aircraft operating within a 50nm radius from base to be exempt from the requirement. This would then incorporate the restriction of 50nm already placed on aircraft operating with a Local Advanced pilot as PIC.
As it happened, we only made small gains during the rule making process. The principal negotiated change being an allowance for both single and 2 seater aircraft to be exempt from the rule, only if operating less than 10nm from base.

Now I must admit, I was originally one of the staunchest opponents of this rule applying to microlight aircraft, seeing it as just another example of 'Nanny State' interfering in our lives and imposing another expensive, so called fix on something that really was not broken at all.
But, after learning of the many significant advantages that 406MHz technology has over the old 121.5MHz system that it replaces, I am now a very strong advocate of the rule. I will not go into the technical reasons why this is so, as this stuff will be explained elsewhere in this issue. Suffice to say I am now convinced that, for a few hundred dollars, carrying a 406MHz PLB on your aircraft will be the very best single thing that you can do to enhance your personal safety in the event of a serious problem happening on your flight. I have tossed my old PLB out of TFB and placed an order for a new Kannad XS3 GPS PLB. Activating this unit has the potential for SAR headquarters to locate me within a 120 meter radius and inside 10 minutes! Now, how re-assuring is that?



Almost as an added bonus these new PLBs have realistic versatility with their lightness and portability whenever you wish to go tramping, fishing or even to throw in your car when you are on a trip somewhere.

Realizing that the size of our membership gave RAANZ a potential to negotiate a sharp discount for bulk purchases, I

contacted all the major NZ and Australian suppliers of PLB/ELT units. Using weight, price, performance and length of time in the market place as the main criteria, it finally came down to a choice between the GME MT 410 PLBs (standard and GPS integrated) and the Kannad XS3 GPS PLB.

As it happens the company that provided us with the best deal also stocked both brands. As a bonus, Lloyd Klee of Aviation Safety, has an extensive background relating to many of the issues leading up to the introduction of the current 406MHz technology. Lloyd has served on several CAA and aviation industry committees relating to this subject and has offered to share some of his knowledge in the next issue of Rec. Pilot.

Aviation Safety has a good website www.aviationsafety.co.nz that identifies their product range and I suggest you visit this site before making your decision. The prices quoted include GST, free delivery and processing of your registration details with the Rescue Coordination Centre New Zealand (RCCNZ). The range available is listed below, with the discounted price to our members. The normal retail price, for comparison, is in brackets:

406MHz GME MT410 PLB without integrated GPS @ $517.50 (nrp $550)

406MHz GME MT410G PLB with an integrated GPS @ $673.88 (nrp $750)

406MHz Kannad XS3 PLB with an integrated GPS @ $731.25 (nrp $850)

For those members choosing to fit a crash activated ELT unit to their aircraft, this unit is also available from Aviation Safety

Kannad 406AF Compact 406MHz ELT at $1415.00 (nrp $1592)

We need to be aware that the roll out of this new 406MHz system is not just confined to NZ. It is happening world wide and we can only imagine the logistical nightmares to manufacture all these new units and have them delivered to aircraft owners by a specific date.

A supply shortage already applies with some PLB models, as a number of countries overseas will no longer require their GA aircraft to be fitted with an ELT, as long as a 406MHz PLB is carried. Together with a huge growth in demand for PLBs by trampers and other recreational users, my advice is to place your order as soon as possible in order to meet the rule requirement, beginning 1 July.

Aviation Safety currently are experiencing delivery delays with their GME MT410G (integrated GPS) model but supply of their Kannad XS3 PLB is expected to meet demand, at least in the short term.

There are several considerations relating to this agreement with Aviation Safety that need to be noted:

This is a mutually exclusive deal between Aviation Safety and RAANZ. You will note in the enclosed order form provision for your current membership no. If your non RAANZ mate wants to buy one of these units, suggest that he joins RAANZ first – it is still a good deal.

There are a minimum number of units to be sold to qualify for this discount. This number is confidential, but as your exec has already signed up for four Kannad XS3 units for themselves, I feel confident that this number should be easily reached.

You will note from the order form that this deal is only valid for orders placed by 30th March. This is to protect both parties from exchange rate fluctuations and to avoid an impossible situation with purchasers waiting for the very last moment before placing an order. Barring unforeseen circumstances it is likely that a similar deal will be rolled over after 30th March.

It is probable that several microlight clubs may wish to purchase only one PLB/ELT for their club training aircraft. This aircraft may be used only for circuit training and any excursion beyond 10nm would only normally happen during cross country training exercises. In this particular situation is it reasonable to require each trainee pilot to have a registered PLB to his name? I have discussed this possible scenario with Rex Kenny. Rex's advice is to have the PLB registered to a club appointed 'responsible person,' with systems in place to have this person always available to respond to any SAR enquiry, be able to confirm that the club aircraft is on a flight, the expected route of the aircraft and the name of the PIC.

Most importantly, you are not individually bound into this deal with Aviation Safety. If you choose to go elsewhere for your PLB/ELT or choose a different model, you are obviously free to make that choice. As a caution though, especially if you are considering purchasing your PLB/ELT from overseas, do make sure that the supplier will guarantee that your unit is fitted with a NZ country code. PLB/ELTs are region specific and unless the unit has the correct codes entered it will not return a distress signal to SAR here in NZ. Both the Kennad and GME can have the software changed to be compliant with NZ specifications but this will cost you an additional $60 - $125. Many other makes can not have their software changed at all and can only be used in their country of origin.

In conclusion I am the first to admit that new regulations usually bring forth a groan of despair. However, with this new 406MHz PLB/ELT requirement I firmly believe that we are joining all other aviators in taking a significant leap forward in maximizing the possibility of a successful rescue following an aircraft accident. We simply have to feel good about that.

Evan Gardiner - Operations Officer

AVIATION SAFETY™

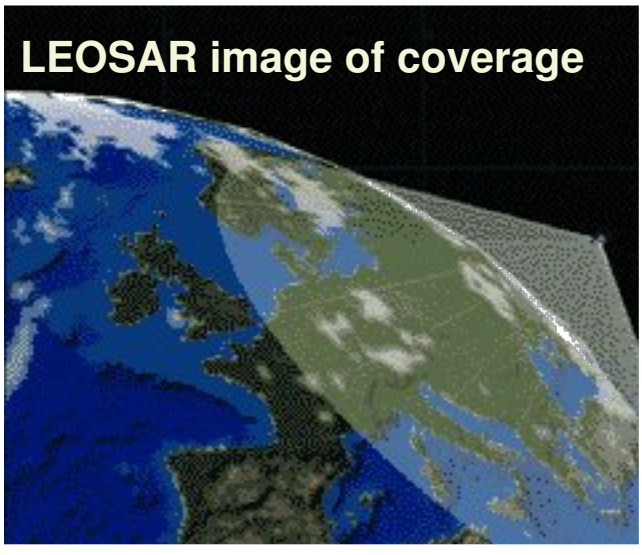
The 406MHz Personal Locator Beacons (PLB) - An explanation from Aviation Safety Ltd

The new rules require the carrage of a 406MHz PLB's (or ELT's) for all gliders and microlights that fly in excess of 10nm of their aerodrome. If you stay within 10nm, you are strongly advised to still carry a 406MHz PLB. If you have more than two seats, you are required to install a fixed automatic 406MHz Emergency Locator Transmitter (ELT). These CAA rules come into effect on the 1 July 2008.

OPTIONS: The options for the PLB's are with or without an integrated GPS. If fitted with the GPS, the signal that is transmitted is added to the unique hexadecimal number that is transmitted to the satellites by the 406MHz PLB.

There are two sets of satellites, one of which of the geo-stationary satellite system that sits 35000km above the equator continuously monitors the NZ and surrounding areas. Additionally, there are six lower orbiting satellites that go pole to pole so thereby cover 100% of the surface over time as the earth rotates. These satellites only pick up the 406MHz signal but a few are also still picking up 121.5MHz. The 121.5MHz monitoring terminates in early 2009.

So what do you need to meet the new CAA rules? The two main PLB brands in the aviation market appear to be GME and Kannad. Both have introduced low cost PLB's. GME is a relative newcomer to the 406MHz PLB market and Kannad were one of the first companies to obtain Cospas-Sarsat approvals over twenty years ago. GME offer two styles of 406MHz PLB's, a non GPS version the MT410 at $550.00 and the GPS version MT410G at $750.00. The KANNAD new XS3G is only available in the GPS option as European demand is 80% for the GPS requirement. This retails for $899.00 but there is a $49.00 rebate at the moment that brings the price down to $850.00 so a good price. You really need to see them side by side to see the value however the Kannad gives the distinct impression that it is more robust in its construction and appears to be worth the extra price tag. At the same time if you want something to just meet the rule then the MT410 at $550.00 delivered cannot be beaten price-wise. All these models are approved.



Kannad XS3 GPS
132 x 88 x 45 mm and 295 grams

GME MT410GPS
135 x 71 x 38 mm and 250 grams

KANNAD 406AF-Compact
128 x 84 x 72 mm and 850 grams

ISSUES: The 406MHz PLB with the GPS option will alert Search and Rescue within 10 minutes of who and where you are if you have a clear line of site to the GEOSAR satellite. Your position is determined by the GPS coordinates transmitted by the PLB. If you are down in a gulley or have a mountain in front (North) of you then it is likely that the GEO satellite will be obscured so you will need to rely on the LEOSAR satellites. This will normally take more time as obviously these satellites are not on a fixed time schedule to be overhead when you need them. These satellites are only 900Km above the earth and travelling at 7000 metres per second. They traverse the world each 105 minutes. Accordingly the time delay can be between an immediate alert and maybe 90 minutes in the worst case scenario. This may not be a major issue if you have filed a flight plan or someone knows when to expect you as all these new 406MHz PLB's also transmit on the 121.5MHz homing signal. This will allow search aircraft to home in on this signal using standard Radio Direction Finding equipment (RDF).
If you chose to purchase a PLB without the integrated GPS, then you are reliant on the LEO satellites to obtain a positional fix however if the GEOSAR satellite can see you we will know who you are but not where you are until the LEOSAR satellite travels overhead to obtain your position by a Doppler affect.

SUMMARY The PLB with the GPS integrated is the best unit to enhance the quickest rescue. The 406MHz units without the GPS meet the rule requirements. Accordingly it is your call but remember the saying about being up to your arse in alligators only to find that the first objective was to drain the swamp- What are your objectives, to meet the rule or give yourself the best chance of survival?

For more info visit our website www.aviationsafety.co.nz

For detailed information on the the cospas-sarsat system work go to
http://www.cospas-sarsat.org/Description/overview.htm


CANTERBURY FLY-IN
at
OXFORD
Easter Weekend 2008 March 21st - 24th
VP1
Hosted by Canterbury Recreational Aircraft Club
For more information and updates visit our Web Site:
www.recwings.com/flyin.html
or Phone Phil 027 486 1052

HOSTED BY THE HAWKES BAY MICROLIGHT CLUB Inc
EARLYBIRD REGISTRATION FORM (one per aircraft)

Forward to Secretary HBMC Pagets Road RD2 TAKAPAU HB Before Feb 1 2008
Enter number of persons and tick appropriate box

Registration	**$10 (___)**
Friday BBQ Tea	**$10 (___)**
Saturday Breakfast	**$5 (___)**
Saturday Lunch	**$10 (___)**
Saturday Presentation Dinner	**$30 (___)**
Sunday Breakfast	**$5 (___)**
Camping per person per night	**$10 (___)**

Total amount enclosed **$_____**

Number of people attending

Name/s

Address

Contact phone number

Aircraft type and Registration

Notes:
1/ All prices are per person (Late Registrations $15)
2/ Numbers for Presentation Dinner limited (confirmation by 29 February)
3/ Registration includes handout package and all day tea/coffee biscuits
4/ Breakfasts are fruit juice, fruit and cereal, toast, tea/coffee

The three articles that follow are all in response to Rob Peck's article in the previous issue. Thanks for taking the time to share your thoughts with us.

Rob, Just seen the Rec. Pilot # 30, and your comments re-training. These are just my views !

There can be no justification in accepting lower standards of basic flying training, an aeroplane of any description is subject to the same Principles of Flight, and these should be fully understood - no contest.

After that it's Horses for Courses, and there is no need for the traditional cabbage patch rag and tube microlight pilot who is never going to get out of sight of his patch, to be involved in the more complex legal and navigation studies to enable him to undertake a long cross-country and take an ALPI - 300 microlight at 130 kts, with variable pitch and retractable gear into AKL. (yes, you can !) But where to draw the line ?

I think RAANZ's latest policy of Local or National certificates has helped address this problem, tho' I suggest that there is a lot of Controlled Airspace within easy reach of many Local Certificate holders - how do we ensure that they don't infringe and give microlights a bad name. (I've just read a report from the UK about the RAF Red Arrows Aerobatic team having to cancel a very expensive display because 3 private pilots infringed their display zone, despite it being Notam'd and the pilots being experienced PPL holders on filed flight plans)

There has to be a balance between the full PPL course being put into the 'too hard, too expensive' basket by some, and still have the ability to train the Local pilot to be safe at what he only wants to do and still be affordable.

There might be some justification in making the Advanced National Certificate a PPL course, but why pay ASL some $30 per paper, if you can answer the same questions for RAANZ for free ? If you know the material, does paying ASL a fee to answer the questions make the applicant any wiser ?

I would be loathe to put microlight training into the hands of Part 61 Cat. instructors only, you are quite right that there is a PR problem here, young Cat C instructors tend to take the view that they have had to spend zillions of dollars, and go through the mill, so why shouldn't everyone else, and grizzled Cat A instructors reckon that microlight pilots aren't 'proper' pilots. Of course I'm generalising, but the culture is there.

Our club has instructors with experience from the Airlines and the Air Force, we follow the PPL training schedule, more or less, and of course we don't charge for our time, this has enabled a lot of pilots to fly our Tecnam Golf at an affordable cost, some have then gone on to a PPL. By comparison the GA training at Cessna rates and Instructor fees has almost entirely stopped, and I would suggest that our club is not alone in this experience.

Another complication on the horizon is the LSA, unfortunately I can forsee the CAA putting the 'advanced' microlights such as the Tecnam's, ALPI's and the like, into the LSA class, and insisting on a PPL licence, or at the very least the new Recreational Licence, for which the only difference from a PPL is the medical standard. I hope I'm wrong, but that might put RAANZ back into being a cabbage patch rag and tube microlight organisation again, but will disadvantage an awful lot of RAANZ members who fly the present 'advanced' aircraft - and provide subscriptions !

Hopefully, maybe the LSA class, with it's higher auw may be a stand-alone class, and those who wish to participate will know that they have to gain a PPL and be maintained by a LAME, and the 544kg auw will still remain to encompass the existing 'advanced' microlight aircraft, then the owners will have the

choice of remaining with the Microlight restrictions, and pilot certificate, or choosing to upgrade to LSA, with more privileges, but higher qualifications required ..

My crystal ball is too cloudy !
Cheers, Alan Murgatroyd, RAANZ S/Instr. Kerikeri meadmurg@xtra.co.nz

I started gliding in 1970 in the UK – and was the youngest BGA Gliding Instructor and that was significant because the instructor in our sort of club was responsible for all on site activities when they were "on duty". Did my PPL on a PA-18 90hp over two week-ends, then spent many an hour glider towing after a grand total of 50 minutes flying after I got my PPL – and we used to tow two seat gliders with a 90hp Cub. But interestingly, I think in the UK you would not be allowed to tow a two seat glider with a 90hp cub any more, and the number of hours before you are allowed to tow a glider I think is more than 50 minutes!

I make these points since I was never a risk factor due to the low hours and/or low horse power. My risk factors were all a product of that which I raised in my original article to you – and there have been many a time when I look back and shudder at my stupidity. I think I can identify how some of this comes about, but we can leave that for another discussion.

Back in the days before kits, I built a VP1 with a friend of mine and I also had a CFM Shadow for a few years – as well as an Open Cirrus glider.

I used to fly in an area surrounded by highly active military bases – Fairford, Lynham, Brise Norton, Kemble – so there was always lots of heavy metal be it Concorde (did it's test flying from Fairford) or B52's. But we were generally non-radio unless we wanted to go through one of their zones. We didn't have a radio in the VP1. We were never the cause of any incidents although there were a couple of incidents when the "professionals" were seriously at fault – so much for training?

I did my gliding instructors rating with Bill Skull who was the BGA national coach. He was a very big man and tended to be on the stern side. He would visit clubs and fly with ordinary members and instructors. The word that "Bill Skull" was coming brought about a sort of sense of apprehension – but it was good, because it caused everyone to reflect on their own flying and if they were "up to it". I guess a system for ensuring all clubs were operating at a safe and proficient level.

Over the years there were two fatal accidents at our small club and a couple of very serious accidents – one I suspect was possibly the result of inadequate training – there was never a reason put forward. An early solo female, aged about 20, just nose dived from about 900ft nearly becoming inverted before crashing into the ground near the airfield. It was suggested a bee or something could have been in the cockpit. In training I would try and give someone the feeling of low/negative "G"; I don't think it was generally done. To some people who have never experienced it, negative "G" can be upsetting. My daughter went solo in a glider in NZ, and I asked the instructors to make sure she had experienced negative "G" in her training; having known one young lady who had died.

So I guess what I am saying is that although I don't consider myself a particularly experienced pilot, I have been around private aviation for many years and seen much.

I have been to a number of the PFA National Rallies, and at that time they were non- radio and given that the numbers of aircraft participating was often over 1,000; to my knowledge there were no accidents/incidents due to being non-radio.

I guess some of the points I am trying to make, is that you cannot regulate people not to have accidents and it is about as foolish as insisting that the road driving test is made harder to reduce drunk driving.

One other point as I ramble on. It would be interesting to look at the gliding fraternity when the advent

of high performance gliders came in. It would seem a similar situation to that we are facing with the modern high performance microlights.

Back in the 70's there were no high performance two seater's, and training could be on a K13 or even a T21, and yet there were aircraft like the ASW17 and Nimbus 2 which bore no resemblance to a K13 or T21 except that they had wings and a control column.

What used to happen was that people would progress though performance levels, and would not get to the likes of a Nimbus 2 (if they had the money!), until they were already a very experienced pilot.

I saw and knew of one case when a low hours pilot did get ownership of a higher performance glider, and I think it was more by luck that any other reason, that there was not an accident of some sort. The landing were always entertaining to say the least!

I also recall another occasion when a friend of mine had a Piper Challenger (larger winged Cherokee) and his partner was low hours. It was operated out of a small private strip. I saw that aircraft in the hands of the low hours partner on more than one occasion only just miss the large hanger at the end of the strip – he was incredibly lucky not to have been involved in a fatal crash. What price PPL training?

The most obvious way to resolve the CAA/high performance microlight issue is to

1. Categorize what a high performance microlight is – I guess the most telling factor could be wing loading?

2. Set a minimum number of hours post Advanced Certificate before they can be evaluated by a senior instructor to fly a high performance microlight.

3. That those post Advanced Certificate hours be on a microlight with a wing loading of at least ?? - to avoid those hours being accumulated on a very low performance microlight.

4. Institute a lower MAW for single seat microlights to avoid extreme "pocket rockets".

Additionally, if the CAA can really acknowledge that their motives are "flight safety" - and I am sure there could be some lively discussion as to what other motives there might be!; then it seems silly that there are number of really good and very SAFE GA aircraft that our members would be very safe to operate. Minicab, 90hp Cub, Jodels. Although we would be unlikely to get it, I would feel that we should negotiate a higher MAW (just another say 90lbs?) for a two seater whilst accepting a lower MAW for a single seater. Also I think that accepting a max horse power limitation (115hp?) would also be sensible, but just an extra few pounds on the MAW would bring a range of very safe aircraft into the potential hands of microlight pilots – need to check the MAW of some of these GA aircraft.

I have not been active in the microlight world for 18 months now – I guess I got involved to encourage my daughter and I also had a friend who was interested. But if circumstances prevail, I still like the idea of operating a modest microlight.

There is much more I could say, but I have rambled enough. Regards, Miles

Rob, Just read your piece in RAANZ magazine.

I started as PPL before microlights and CASO 19 were invented and became associated with the new activity around 1980, so perhaps I might see the training / exams and standards differently. I was a MAANZ exam invigilator and helped with some of the theory training for newbies until I sold my Bantam for a C150, to later move back to my current Zenair.

GA operators always have looked down their noses at perceived lesser forms of life. The problem with PPL syllabus is that the clubs and schools are focussed on supplying the airline market and financing thru student loans.

I consider the training and standards for microlights around my immediate area - Parakai, Dargaville, Whangarei - quite good and most clubs use gen 3 ships for this. Dargaville have a policy of including the PPL classes with microlight training, perhaps if this is not done in other clubs it could be encouraged, but I would be against any more changing the rules in this area. RAANZ already made a poor job when CAA asked to alter the rules and the national pilot / 50 nm / FRTO bits got added. This was unnecessary and in fact a rule on top of the existing part 91 rules and SAC did not need to make it part of their rules. (and I have to say their rules are now a better system) I discussed this with some RAANZ committee at the time but they didn't seem to comprehend.

I'm a bit more concerned about the assumptions that new owners are making with the treatment of airframes and maintenance, seemingly just putting fuel and sometimes oil in, adding all manner of gadgets and modifications and saying how neat these microlights are. Perhaps because I like to maintain the aircraft , not for cost reasons but convenience and hobby, I assumed others would be the same. I'm alarmed that people think its OK to modify then fly off the 40 hrs and it's suddenly good to go. There are a lot of machines that no longer meet the design rules they were registered with and these will eventually be passed on to unknowing pilots. There are specific rules in pt 103 for this but I don't see them being followed.

Finally because microlight category is fixed around 545 Kg max (1232 lbs for TP10141e) and any further lookalikes will be in a new class - LSA / rec. pilot - as CAA have repeatedly said, those flying that type of performance will be kept up to speed with different training rules. Regular flying is a better way to maintain confidence and currency than adding more levels to the rules, we all get out of practice at times and that does show in radio calls etc., but its no reason to drive people away with costs and complexity. We need encouragement that RAANZ is for preserving what we spent so much time getting.

Regards, Ralph

From raanz.org.nz/marketplace

20080210124212	Garmin gps pilot 3 $500
20080208170854	Westach Dual EGT.Westach Tach $150
20080207162645	Hangar Hood Aerodrome $3000 Neg.
20080206215912	MICROLIGHT MARKET VALUE
20080203201919	Quicksilver MXII Microlight. 503 Rotax 4500
20080129145618	Aquilla wing Wanted
20080123155011	RARE opportunity: Land at Pukaki Airfield, in the McKenzie Basin on application
20080117214717	Icom A200 Radio $800.00 ono
20080117213008	Bendix King Transponder $2000 ono
20080107220438	Wanted: ceconite Cement
20080104225751	Wanted Jodel D9 aircraft project
20080104224936	Wanted 2nd Hand Rotax 503 Manual Choke kit TBC
20071224093945	Wanted Garmin GPS Pilot III GPS
20071223203828	HANGER Wanted
20071222065329	58x35 Wooden propellor $350
20071205221547	Challenger 2. For sale $14000 ono
20071130113440	Graham Lee 7/8 scale Nieuport 11/16 project offers?
20071119152443	Skyranger microlight $57500.00

From Tom Grant in Dunedin. Looks great!

‘Synergy’ is for Fly Synthesis - media release

With over thirty-five aircraft now roaming the skies of Australia and New Zealand, Fly Synthesis has just launched its very own Official Owners Club, Synergy.

Director Caz Monteleone launched Synergy with one thing in mind – to make Fly Synthesis a life-long experience, not simply an end-product. Keeping in touch with the owners of Fly Synthesis aircraft has always been a company priority. Synergy was formed with the view of facilitating networking amongst owners, dealers and ourselves as importers. Amongst sharing of vital information via our quarterly newsletter and maintaining post-sales services and support, the Synergy club also runs social events to allow its members to share the joys and passion of flying.

Storch Amphibian enjoys attention from Synergy enthusiasts.

Check out our website at www.flysynthesis.com.au/synergy.asp for more details.

Did you write anything for this issue ?

Share your wisdom with RAANZ members by forwarding articles and photos to editor@raanz.org.nz

Hello again all you microlight junkies.

On the morning of 06 October some Nelson microlight aircraft assembled at Motueka for a local airstrip fly around. Shane Fleming and Greg Fellows came over from Takaka in their Zenair 601 XL. Jeff Jordan arrived in his Zenair 601 XL and Margaret and I flew in in our Zenair 601 XL. Stuart Green had pushed the Sport Cruiser out of Alistair Harts hanger, he had it warmed up and was ready to go. Trevor Leighton rode across the airfield on his 4 wheeler Honda to tell us that his trike might not handle the gusting conditions overly well and he best keep it in the hanger. Pip Hart also thought his Bantam might not handle the wind that well so he decided to stay on the ground also.

Were all ready to go and we experienced the usual hold-up in Motueka. Yes you guessed it. Alistair Hart was late and because Stuart is still a student with not a lot of strip work or X wind experience we had to wait for Al. Again!!!! By this time the wind was blowing up a bit @ 15 to 18 knots.

We took off from Motueka at about 11.30 and headed for Tapawera. Jeff Jordan led the way. He said he knew where Tapawera was so the rest just followed him as we had no idea where we were going. I don't know why some people find navigation is so difficult. Do it our way, it's easy.

Landing at the Tapawera airstrip with the same 15 to 18 knot X wind from the south west can be a quite exciting experience. This is a private farm airstrip and has a lovely 600 mtr grass runway.

We spent some time there. Shane and Greg showed us how to handle an electric fence in good old country fashion. "You just put your foot on it like this" they said, "it does'nt hurt unless the wire slips out from under your foot and flicks up at you". It all sounded very reassuring I'm sure but I wouldn't trust those two buggars holding it down while I got over it. When they earthed it out onto the ground it struck a big blue spark about 4 inches long that looked like something out of an old Dracula movie. Enough kick in it to knock down an elephant. Stuart and I crawled under it.

Parked in a shed at this Tapawera strip is Matt Sullivan's Cessna 172. He also has a little 4 seat 100 hp Rally there. The Rally is parked out side and looks so sad and forlone just sitting there in the long grass with a birds nest in the engine room. I believe I detected the hint of a tear starting to form and gently slide down its little landing light lens. How lonely. How sad. In the fertilizer bin behind the gate is Gary Whitings gyro. I'm told this gyro gets flown on a regular basis.

Time to go. This time we were off to Malibu Park. I said to the others "I think I know where it is!! Follow me you guys". Were really getting the hang of this navigating business now. Taking off in all that wind is just as exciting as landing. I fell into a bloody big hole about 200 feet after takeoff. Stuart and Alistair found the same hole also and Stu told anyone who was listening on 127.4 all about it.

Landing at Malibu was a piece of cake. Straight into wind. Not very challinging at all. We stayed here a few minutes, chew the fat, told a few more lies then were away to Wagner's strip for lunch and competitions.

By this time the wind had eased a little to about 14 to 17 kts and of course this strip was another X wind on the day. Everyone arrived on the ground in some sort of disorderly fashion. Bruce Bygate was there and gave everyone full marks making it onto the ground without damaging anything.

My neighbour Dennis Little arrived in his beautiful black Robbie 44. Steve and Penny's Wilga was there. I call it "Villie d Vilga". It thinks it's a boy. It looks like a boy. All aircraft originating out of the old communist block countries are boys aren't they? But my word can this thing perform on a short field. It's amazing.

Time for lunch. Steak, Bacon, Sausages, Salads, Rice and other goodies. Als wife and children were there.

Competition time. Just completing a circuit earned points.

Someone produced an electrically operated gadget that straps onto the foot peg of Zenith and the Sport Cruiser to drop soft balls for bombing. Stuart and Alistair won 1st, 2nd and 3rd prize for this exercise as only 3 balls were dropped. The gadget broke down when it was still strapped to the Sport Cruiser leg and wouldn't work after that.

Shortest take competition off was next. Alistair in the Sport Cruiser went first. What a pathetic performance. 115 mtrs to get off the ground Al. What's going on? Jeff Jordan next. Jeff just didn't have his heart in this. It took him about 120 mtrs to get unstuck. I got Stuart to dip the Sport Cruisers tanks to see what advantage that thing had. His tanks were almost empty with just 20 litres total on board. I dipped my tanks. 25 ltrs in the left side 35 ltrs in the right. I think that makes 60 ltrs doesn't it? I Line up, brakes on, full throttle, release the brakes (just as Alistair did) and I was off the ground in 85 mtrs. Back on the ground and I got called "cheat, disqualified" and all sorts of unkind things were said to me including "bet you can't do it again" they said.

I lined up, went through the same procedure again. This time I'm off in 75 mtrs. Beat that Alistair Hart why don't ya. Well Alistair is the instructor who showed me how to do it. Since that day I have been practicing this short take off thing. I've got it down to about 60 mtrs now Al.

By this time its getting late enough for everyone to get back home so off they went. Dennis Little asked if we, Margaret and I, would like to fly with him in his 44 back to his hanger. You bet. We hoped in and arrived back at his place that's literally just over the boundary fence about 20 minutes later. What a way to finish off a great day flying.

The next around the strips fly-in will be in November or maybe December or even January. This time we will try some uphill strips. I've found 4.

First there's Bill Leadley's strip in Tasman. Most of the Nelson Microlighters would have seen it or been there. Its one way up hill about 400 mtrs long with a nice clear approach over the Tasman estuary but once your down to about 50ft AGL there is no going round.

Next is another nice farm strip in the lower Wangapeka valley. Nice and clear each end but again one way up hill. Bit hard to find but it looks a goodie.

Jeff Jordan's home strip will be available after they take the hay off it. This is another one way up hill strip just about 300 mtrs long. Clear approach but obstructed a little by a tree on the other end if you need to overshoot. I have landed on it previously with no difficulty.

The last one is in Redwoods Valley. It's about 750 mtrs long. Again up hill but as smooth as silk. Again once you're down to about 50ft AGL you're committed as the hills rise quite steeply on the other end. I fly onto this one regularly.

Remember the next airstrip fly around will be in November, December or January.

See you there.

You will recall in a previous issue I mentioned Glenny Johnson had just taken delivery of his new Hummingbird helicoptor kit. That was June or July 2007. I often call around to have a look and offer advice. As you do. The fuse is largely complete with controls fitted, tail boom is fitted with tail rotor and drive shaft installed, engine is installed and waiting for controls to be connected. Glenny is really stepping up the pace. It should be flying within a few short months. That reminds me I must go around there and sign him up as a member. While he doesn't fly a microlight he can't be having all this publicity without being a member of RAANZ can he?

Another microlight project under construction locally is a Pietenpol Air-camper. This project was started early October with a few lengths of "Western Hemlock" timber and about 8 sheets of aircraft quality plywood. Already the fuse has been completed, rudder, fin, elevator and stabiliser is complete, all wing ribs and spars are complete and one wing is "on the jig" being assembled as I write this. This Pietenpol will be powered with a 7 cyl 110 hp Rotec radial motor.

Colin Gibson in Brightwater has almost finished building his gyro and that one should be in the air before long.

Thats it for now. Merry Xmas to all and a happy new year.
Bob Wagner Nelson Microlight Club.

From the boiler room- what's happening in RAANZ admin.

AGM All done, thanks to the team up at Whangarei for hosting it- they always do things well.

*** New members. Pleasing to see the stack of new members over the last few months. The fine weather certainly brings new interest.**

*** Membership renewals. There are quite a number who are overdue for membership and BFR renewals. Probably been putting it off until the silly season is over and the good weather arrives. Well, good news on both counts! Get out there, nail your instructor, get your BFR and renew your membership. That way there is no need to hide when the feds come round.**

*** National fly-in at Waipukurau. Getting closer- the guys are well into organising it, the met guys say La Nina will be on our side, and it is already 2008. Sooner than you think! Registration forms are on the RAANZ website.**

*** Credit card and direct credit payments. Thanks to those using this method of payment. Details are on the reminders I send out each month. Please be sure to include either your name or membership number when paying- I have had a couple of unidentified payments that took a bit of tracking down.**

*** Club membership lists. Club secretaries, remember I can easily provide you with a summary of your members' status from the RAANZ database. And please also advise me of club officers after your AGMs so my records remain current.**

New members: Harry Devonish, Graham Stokes, Colin Thomas, Gary Boulton, John Irving, Maska Lewis, Lyall Jensen, Michael D'Alton, Larry Price, Kenneth Gallacher, Raymond Paine, Grant Porter, Bruce Ussher, Brian Worboys, Ronnie Kumar, Simon Bagnall, Samuel Balley, Hedley Hawthorne, Colin Chalmers, Francis Hurchette, David Blackwood, Simon Adams, Haydn Wright, Trevor Robins, Stephen Southey

Exam passes: Phillip Chalmers

Upgrades:
Test Pilot: James Grant
Intermediate: Philip Guerin, Simon Lockie, George Sands
Advanced Local: Barry Smyth, Wynston Harris
Advanced National: Michael Walker, Stuart Green, Franz Reinecke, Jeffrey Brownless
Flight Instructor: Richmond White
Senior Flight Instructor: Peter Treanor, Murray Hargreaves

Cheers and safe flying, Stuart Parker - RAANZ Admin - www.raanz.org.nz

RAANZ

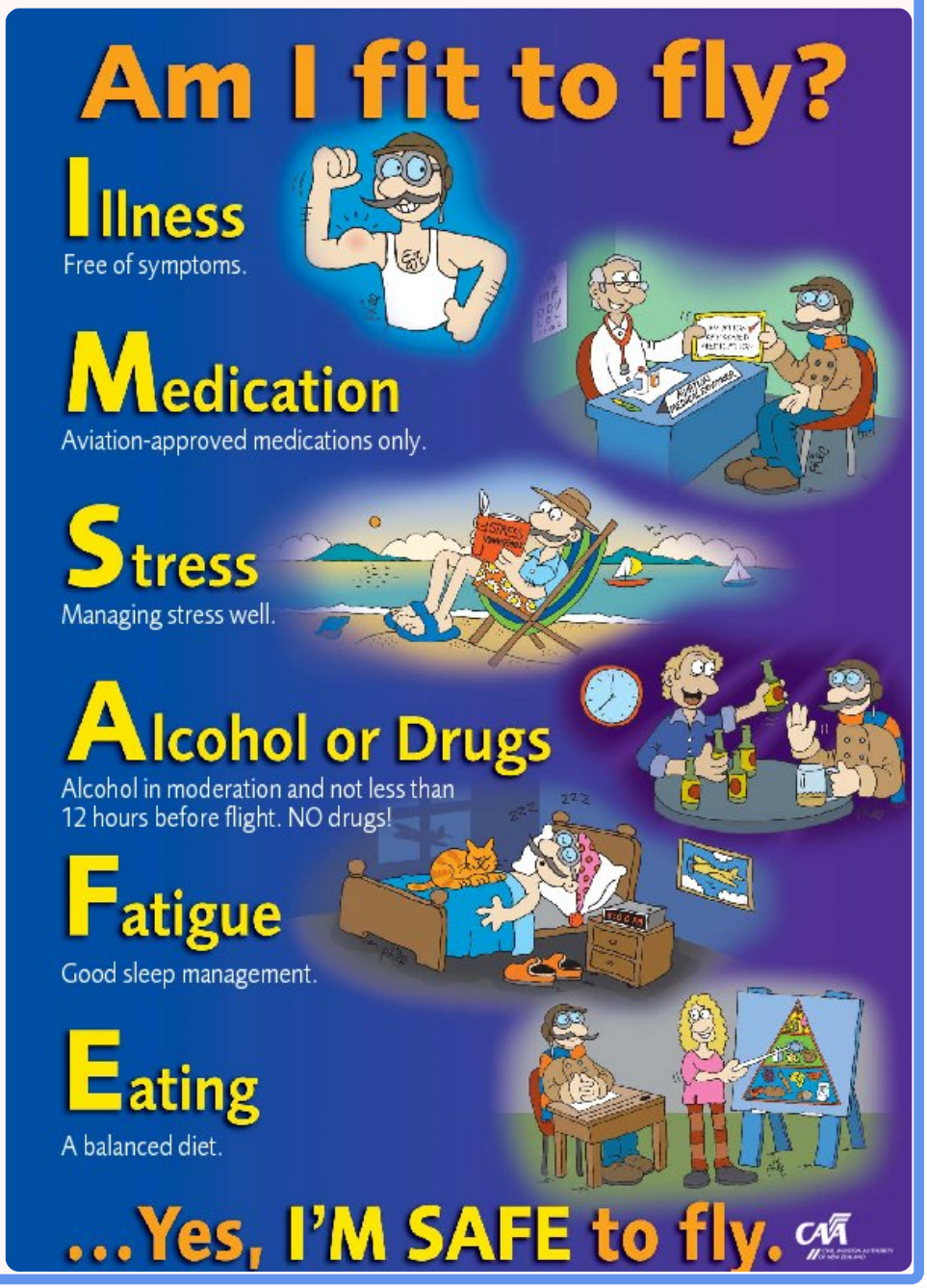
PO Box 15-016, Dinsdale, Hamilton.

Human Factors - Stuart Parker

From 1 April 2008, RAANZ will be adding Human Factors to the exams required to hold a RAANZ pilot certificate.

The care, maintenance and airworthiness of the person flying an aircraft is as important as that of the aircraft itself. We probably all know of incidents involving perfectly serviceable aircraft where the PIC has not been performing to specification. Any information that helps to keep the PIC in the green arc is important. More than that- it may save a life- yours, your best mates, or your passengers.

The online Training Manual has been updated with a Human Factors section (go to www.raanz.org.nz, then click on Training Manual then Human Factors). It includes sections covering vision, respiration, pressure changes, balance and orientation, temperature and climate, mental and psychological factors, G forces, and adverse medical factors. These have been tailored to cover the flying conditions and factors most relevant to microlight flying.



From 1 April 2008 exam papers will be issued with the new Human Factors paper included. The exam is a 20 question multi-choice paper, requiring a 70% mark to pass. You will need to pass Law, Navigation, Meteorological, Technical and Human Factors before being issued with a RAANZ Intermediate or Advanced pilot certificate.

For those already in the system with Intermediate or Advanced certificates, you will not need to sit the Human Factor exam. But well worth a read through the Human Factors section of the Training Manual to brush up on your knowledge and appreciation of this important area of aviation.

Minutes of the 2007 Annual General Meeting of the Recreational Aircraft Association of NZ Inc.

Held at Northern Recreational Flying Club Inc clubrooms, Whangarei airfield on Saturday November 17th, 2007.

1.Anton Lawrence (chairman) opened the meeting at 11:00 am and welcomed those present.

2.Proxies were confirmed for- ARMAC Anton Lawrence 15, BOPMA Stuart Parker 64, CRAC Brent Thompson 103, GFG Ian Sinclair 43, NMC Alastair Hart 23, NRFC Heather Rye 53, SCMC Ian Sinclair 37, SRAC Evan Gardiner 55, WMLC Murray Payne 25 With 59.9% of members represented, a quorum was declared. Approx 50 members were in attendance, including 6 Executive members.

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

4.Apologies were received from- Logan McLean, Peter Kernohan, Colin Alexander, Bert Gregory, Don Wise, Rob Peck, George Taylor

5.The minutes of the 2006 AGM were taken as read and discussed.
Matters arising from the minutes were
i.406MHz beacons. To be covered in General Business
Moved: That the minutes be accepted as correct (Stuart Parker/Anton Lawrence/carried).

6.Anton Lawrence read the President's Report.
i.NZ Air Games- on again/off again, no indication of real interest from RAANZ members.
ii.Training Manual- Human factors section added, navigation section due for review/ upgrade.
iii.Anton declared his intention to stand down from this position once a suitable replacement is found and up to speed.
Moved: That the President's report be accepted (Anton Lawrence/Ian Sinclair/carried).

7.Stuart Parker read the Treasurer's Report.
i.Noted that the accounts are not yet signed off by the auditors pending certificates from the banks re final account balances. Will be posted on RAANZ website and Registry of Incorporated Societies when complete.
ii.Annual subscription to be discussed in General Business following the RecPilot remit.
Moved: That the Treasurer's report be accepted (Stuart Parker/Paul Woodley/carried).

8.Evan Gardiner read the Operations Officer's Report.
i.Good year with no serious/fatal accidents. But vigilance always required.
ii.Flight Instructor seminars well attended, thanks to CAA for their involvement in organising and funding these.
iii.RAANZ FRTO submitted to CAA, exam question pool to be completed.
iv.Thanks to Bay of Plenty club for hosting 2006 national fly-in at Waihi at short notice.
v.2007 national fly-in at Waipukurau March 7/8/9, hosted by Hawkes Bay club. Planning well under way.
Moved: That the Operations report be accepted (Evan Gardiner/Stuart Parker/carried).

9.Anton Lawrence read the Technical Officer's Report.
i.Permits need to be kept up to date to match aircraft configuration (engine, prop, etc)
ii.406MHZ beacons. Becomes law on 22 November 2007, mandatory from July 2008.
iii.Anton declared his intention to stand down from this position once a suitable replacement is found and up to speed.
Moved: That the Technical report be accepted (Anton Lawrence/Evan Gardiner/carried).
Moved: Vote of thanks to Anton for his role as President and Technical Officer(Ian Sinclair/Evan Gardiner/carried).

10.Election of Officers.
Resignations were received from Peter Kernohan (immediate) and Anton Lawrence (on recruitment of a suitable candidate), creating two vacancies on the Executive.
There was one nomination for executive- Willie Morton (Evan Gardiner/Brian Millett) With no further nominations from the floor, Willie was elected unopposed.
The secondment of suitable people to assist the executive with special projects to be discussed in General Business.

11.Remits
Canterbury Recreational Aircraft Association
"The RAANZ executive will undertake to negotiate with the SAA such a way in which "Sport Flying' can be adopted as the official RAANZ magazine, including some number of pages or insert of microlight and RAANZ specific information either as part of 'Sport Flying' or as an insert, and be provided to RAANZ members free of

charge as part of the annual subscription fee (such as to be set at the AGM) whilst discontinuing publication of the Recreational Pilot"
Considerable discussion from the floor on this issue. General feeling was that RAANZ identity should be retained, and that when members contribute, the RecPilot is a good read. The issue of contributions to the magazine would remain if included in 'Sport Flying'.
Moved: That the CRAC remit be accepted (Brent Thompson/Paul Woodley/defeated)

12.General Business
i.Annual subscriptions. Given that we are funding activities out of subscriptions with a modest surplus, with no extraordinary activities scheduled for next year, and no additional costs relating to magazine publication, recommend that subs remain at $65 per annum.
Moved: That subscriptions remain at $65 per annum. (Stuart Parker/Ian Sinclair/carried).
ii.406MHz ELT/PLB. Mandatory from June 2008. Evan has spoken to one supplier about a possible member bulk purchase deal- most likely a fixed date one-time purchase with deposit or full payment at time of ordering. RAANZ to do mailout to members once deal established.
Agreed: Evan to investigate a bulk purchase deal.
iii.Special project assistance. Various activities such as training Manual upgrades need specialist expertise and assistance beyond the executive, and will make better progress if that assistance is at least partially compensated- eg commission Wagtendonk to revamp the Navigation section of our Training Manual.
Agreed: That the Executive consider paid external resource to progress important Special Projects to the benefit of the organisation and its members.
iv.Rex Kenny/CAA. Rex noted the good RAANZ instructor attendance at the recent Instructional Techniques seminars. He also noted that RTF procedures and standards remain an issue in specific regions, and need some attention. He also outlined progress on the Part 115 Adventure Aviation, LSA and Recreational Pilot rules.
Agreed: Thanks to Rex for his continued active support of microlight interests in the CAA.

13.There being no further business, Anton thanked the NRFC for hosting the AGM and closed the meeting at 12:45 pm.

Presidents report. Anton Lawrence

It has been a quite year in the RAANZ exec, projects we were hoping to have completed by this AGM have stumbled a little and need input from out side the exec to help them become complete.

The first of these is the RAANZ FRTO exam. This took a lot longer to be reviewed by CAA than expected, there were a number of changes to the text required and Stuart has taken care of these. The real issue now is to provide an exam pool large enough to satisfy CAA. This will require three exam sets to be produced, and this is where I think we need help. It's my opinion that it is unreasonable to expect the exec and as has been the case in the past the president to do all the work. We have a vast knowledge and experience base in our ranks and we need to be able to hook into this if we are going to move forward. I hope the exec will find a way to use this knowledge base to its advantage.

The second project we had our sights on was the upgrade of flight training manual. Our manual is not broken and I don't think there are many errors within, it does need the navigation section reviewed and brought up to date to include the use of flight computers, wiz wheel etc and the use of GPS.
Other sections may need updating to reflect changes in regulations etc.
It has been suggested that we get the manuals produced and compiled out side of RAANZ but as stated I feel we have very much the core of a good manual and once again we need to bring in the knowledge base of our members to see this project completed.

I didn't get to thank Colin and his team for organizing the last RAANZ fly-in at Waihi, strong winds kept the numbers down but it was still a good weekend out flying, so Colin thanks very much for the effort put in. Next year's fly in will be at Waipukurau and should be a cracker. I spent 10 days in Waipukurau a few years ago towing Hang Gliders up at their nationals so I know how great the flying is around there. I hope the weather holds up and it is a great success. I would like to see the introduction of FAI tasks in the competition line up and maybe the organizers can look at this, the FAI website has all the info.

The New Zealand Air Games is being run straight after Christmas at Wanaka and RAANZ has been invited to attend. We have had trouble drumming up support for this and as it has been an on-again off-again on again affair we have not had the time to organize much and it is my feeling that we opt out this year and try properly next year if we can. That being said if there is a group of pilots who feel they can put the effort in at this late stage then we should support them. You can contact Stuart or me for more details.

I would like to take this opportunity to thank the exec for their work this year and especially Stuart for his efforts in running the day to day business of RAANZ. I will as explained in my Tech report be resigning as president and this will be immediate, I will of course stay on as ex president. Safe flying - Anton Lawrence

Operations Report 2007

Before writing this review I usually go back over some recent ops reports I have written. Principally to try and find some inspiration, but also to make some effort not to repeat myself too blatantly. Even so, I am delighted to report, once again, that the year 2006/2007 has been another successful year of microlight operations from a safety point of view. Very few serious accidents or incidents were recorded during this period under review.

Not too many years ago, there were some ominous rumblings from the more traditional aviation groups that the step-up many of our members were making into high performance microlight aircraft would show such serious deficiencies in our pilot skill levels, that airspace chaos, and death and destruction would be inevitable. Thankfully, this has not happened and there is no doubt that the credibility of our organisation and the ongoing establishment of mirolight aircraft as an attractive option for sport pilots in NZ, has been due, at least in part, to our excellent flight safety record over recent years. Sure, we accepted at the time that the bar needed to be raised for those pilots choosing to fly high performance aircraft and the major review of our operations and procedures manuals three years ago was timely and necessary.

However, as an organisation, or an individual, there is no upside to feeling complacent when looking back at a recent accident free period. Accidents are just waiting to happen to the complacent. All 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 and ATOs leading the way in promoting a safety culture in our sport. Our Instructors' contribution to minimal incidents and reported examples of bad airmanship in recent times is acknowledged and appreciated.

It was pleasing to note that microlight instructors were very well represented at the recent CAA Flight Instructor seminars. These seminars are a valuable tool to encourage more effective instructional techniques and provide an opportunity for instructors from all branches of aviation to pool their combined knowledge for the greater good, regardless of their particular affiliation. It needs to be acknowledged that the team at CAA provides the initiative and resources that makes these seminars so successful. We do appreciate that.

Twelve months ago I noted in the ops report that a RAANZ issued FRTO was imminent. Unfortunately, many months later, when CAA finally found the time to review our draft of the training syllabus and question pool - we needed to go back and do some major revision on both. The revised syllabus has been with CAA for some time now but the exam question pool is still only partly completed. I do apologise on behalf of the executive as I know that many members will be disappointed with this delay.

I didn't make it to the last National fly-in at Waihi Beach, but by all accounts it was a very successful event. Thanks to the BOP microlight club for putting their hand up and organising the event at such short notice.

Hopefully you have noted the weekend of 7-9th of March, being the dates for our next National fly-in at Waipukurau Airfield. Ken McKee and his willing band of helpers have booked some good weather and planned an interesting itinerary.

Safe flying, Evan Gardiner - Ops. Officer

Tech officer report. Anton Lawrence

It had started out as a quiet year in the tech department but as the year went on a number of minor modifications came through the system.

One issue which keeps coming up and needs constant reminding is that of the permit to fly. I have inspected several aircraft only to find the engine or propeller are not the same as that shown on the permit. As the permit is the legal document which allows your aircraft to fly it must accurately represent your aircraft. You can't have a GSC prop on the permit and an Ivo prop on the aircraft for instance. CAA will in most cases issue a new permit for free on request. Also remember that changing an engine or prop for a different type is a modification which in general terms would make you annual condition inspection invalid and require a modification approval and re-inspection.

Over the last couple of year CAA have been working on a proposed rule change to the fitting of ELT / PLB. The new rule has now been signed by the Minister of transport and becomes law on the 22nd of this month. RAANZ had made a submission on the new rule along with a number of other organizations and other aviation groups.
The result for us is that all microlights which fly further than 10nm from base will be required to have an ELT installed or carry a PLB registered in NZ and to the aircraft in the case of an ELT or person on-board in the case of a PLB. If the PLB is to be used on a club aircraft then contact details will need to be provided and a means of identifying those in the aircraft. There is a transitional period for this rule to apply which goes through to July

next year. I would like to think this will give RAANZ or other group's time to organize a bulk purchase to help with the cost of compliance.

I have been Tech officer for a few years now and have seen some good projects come to fruition with the Tech CD produced last year being my major contribution to RAANZ. Unfortunately personal commitments to my family with young children requiring more of my services, means I will be looking to hand over the reins to a new Tech officer. In order for RAANZ to remain compliant with CAA this resignation will not be immediate but will happen when a suitable new Tech officer is found. Of course I will still be around to offer assistance and advice to any new applicant.

Safe flying Anton Lawrence

Recreational Aircraft Association of NZ (Inc)
Summary report 2007

From	1 Oct 2006			
To	30 Sep 2007			
Excluding GST				
Income				
Advertising	4%	1782.19		
Gyro Manual	0%	62.00		
Interest	2%	1131.51		
Log books	1%	484.66		
NZAF funds	6%	2500.00		
Subscriptions	87%	39468.51		
Total income	100%	**45428.87**		
Expense				
Accounting/audit fees	2%		650.00	
Admin fees	27%		9999.96	
Advertising	1%		500.00	
AGM expenses	5%		1874.13	
Bank fees	0%		115.55	
CAA audit fees	0%		118.22	
IA workshops	1%		401.07	
Insurance	3%		1107.00	
Internet	3%		1096.45	
Log books	2%		566.50	
Printer consumeables	1%		505.77	
Postage/courier	4%		1434.54	
Printing	12%		4238.91	
RecPilot magazine	28%		10222.85	
Stationery	3%		1202.15	
Subscriptions	2%		879.09	
Sundry expenses	0%		40.89	
Telephone	1%		394.53	
Travel	4%		1505.11	
Total expense	100%		**36852.72**	
Net trading profit		**45428.87**	**36852.72**	**8576.15**

Bank balances at 30 Sep 2007

ANZ trading account	14476.28
ANZ term deposit	10000.00
ANZ term deposit	55000.00
Total funds	**79476.28**

Wanaka Air Games 2008 - From the NRFC Newsletter

What a privilege it was to be involved in the inaugural Air Game, and for our club to have the winning Microlight pilot Bert Gregory. Bert was the oldest pilot at the event, and won 1st position in a Microlight in the 1st Air Games. Congratulations Bert. What a wonderful record to hold and one that he can be very proud of and our club is equally proud of him and his showcasing of our club.

The games, the 1st of its kind in the world, had about 10 disciplines of aviation including Microlights, Experimental, Tiger Moths, Gliders, Balloons, Sky Diving, Para Motors, Aerobatics, Para Ponts, Hang Gliding, Helicopters and Model Aircraft. Many competitors came from overseas and were the worlds best, watching some events the excellence of the competitors certainly showed and lifted the bar for NZ to aspire to. Some events were truly spectacular, the filming and viewing on a big screen was awesome and it felt as though the event was just in front of you instead of being some kilometres away, i.e. Ballooning or Hang Gliding . Many of the spectators came and naturally wandered over to the Runway to view the action but it wasn't very long before they turned around and sat and watched the action on the big screen. You may have seen some of the action on the TV news, and there will extra Air Games action on Sky TV on 20th and 21st January. Also each competitor will be given a DVD of 3 1/2 hours of the show which I am sure Bert will share with us all.

There are plans to have World Air Games in Turin Italy 2009, based on the concept we showcased here in NZ. Some of the events were more spectacular than others, one awesome event was the Para Ponts and a couple of competitors had ribbons similar to Gymnastics and they flew and twirled the ribbons in amazing patterns all about 100 feet down to truly ground level. Others were turning vertical 360 degree with a Parachute; if they misjudged the turn they would fall into the parachute and therefore the ground, showed wonderful expertise. Another event the Sky Divers had Smoke Flares attached to their feet and there stunts were just awesome including landing downwind. The aerobatics had a new concept where the pilots were flying a course and challenge with visual 3D showing on screens in the aircraft. They flew the course according to what they could see on the screen in the cockpit and on the big screen we could see the 3D images and the aircraft flying in through and around the images, amazing.

For our event we designed a triangle course which although more challenging for the pilots (they were up to it) and flying below 500 feet, it allowed for the race to be viewed easily from the ground. There were 3 circuits and as they crossed the finish line, and it was close, the speed was 146 kts. We are challenged to think of a competitive concept that is fully safe but more competitive and visually exciting.

There were only 3 aircraft finally completed in our event 1st DynAero Bert Gregory, 2nd Alpi 300 Logan McLean, 3rd Alpi 300 Ross Marfell. Other Aircraft withdrew for various reasons and unfortunately RAANZ and SAC chose not to support the event. This was a shame as it was a great event with huge TV coverage and a opportunity to showcase Microlight Flying and their place in aviation.

Bert flew the DynAero, which is owned by Brynn Lockie from Parakai. It has a 100hp Rotax, low wing, CSU unit, and cruise 145kts, Glass Panel. A highly capable cross country aircraft, It took us 3hrs 50min Parakai to Rangoria. Certainly was a lovely machine to fly and Bert really enjoyed the challenge and was very proud to bring home the trophy to Brynn at Parakai. Congratulations to Bert & DynAero

Wings over Woodville

Feilding air field based Manawatu Microlight club once again hosted the first NZ aviation event of the New Year, their annual New Years Day fly in on "Athbey Farm" airstrip at Woodville. This well established event attracted aviation enthusiasts from New Plymouth to Blenheim with aircraft flying in from Napier, Hastings, Waipukurau, Taihape, Stratford, Hawera, Bulls, Feilding, Levin, Masterton and Carterton. Of the 23 aircraft, 20 flew in and landed, one was trailered in, assembled and taxied, dismantled and trailered away, and 2 because of cross wind were unable to contact terra firma. First of type to visit "Athbey Farm" airstrip were noted as, Drifter, Zenith 601, Bantam, Alpi 200, Europa, Stolph, Jabaru, Tecnam P96, DH Chipmunk, PA 22, RV 10. Highlight of the day was the flying display by Neil Jepsen (MIJ), Ralph Saxe (JIT) and Stephen Chubb (RCR). It was noted that once again club members were out numbered by SAC, GA and enthusiasts from other walks of life. A head count put attending numbers at approximately 55. Club Captain Ed Evenbly in addressing the gathering expressed thanks to those behind the scenes who organized the day, and was greeted by a huge applause by those present, which gives a measure of the support for this premium event the club hosts each year, evident by its continual growth.

The event filmed by Tararua Television has already gone to air, and a DVD ($20 plus P & P) is available. Please note that an editing glitch has resulted in MDSFC credits in some places, even though the documentary was introduced and closed as MMC.

GYRATE
New Zealand Limited

Aircraft Available for Flights, Training & Purchase





About the Gyrate EAGLE:

Built for the 21st Century, the Auto Gyro MT-03 Eagle is an aircraft that is revolutionising personal transport. The combination of 4-stroke power, astonishing performance and factory-built dependability has taken the autogyro from being an interesting curiosity straight into mainstream aviation.

The MT-03 Eagle is constructed in a new, purpose built factory in Germany and complies with the toughest airworthiness standard for gyroplanes in the world. The Eagle is approved and operating throughout Europe, North America, South Africa, Australia and New Zealand.

The Eagle's open cockpit design allows excellent visibility and makes it suitable for many varied applications: Personal Flying & Recreation, Aerial Photography, Scenic Flights & Tourism, Pilot Training, Stock Mustering, Observation, Rural Property Management.

The Eagle's ability to take off and land in short distances makes airport use optional, eliminating expensive hangerage fees. At a fraction of the cost of owning and operating a conventional aircraft or helicopter, the Eagle is the affordable solution for the discerning aviator.

Technical Information:

Dimensions	H 2.7m x W 1.82m x L 4.9m
Engine	Rotax 100/115 hp
Empty weight	239 kg
Max. take-off weight	540 kg
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
Take-off distance	30-230 feet / 10-70 metres
Landing distance	0-50 feet / 0-15 metres
Fuel capacity	70 litres = 3hrs +
Range	300+ miles / 450+ km

THE EAGLE FROM GYRATE

16 Dakota Way
Tauranga Airport
Mount Maunganui
New Zealand

Tel: 64 (0) 7 575 6583
Mobile: 64 (0) 21 038 0760
E-mail: fly@gyrate.co.nz
Website: www.gyrate.co.nz

Find out more about owning your own Eagle:

www.gyrate.co.nz

FOR SALE: TECNAM P2004 BRAVO

S/N: 016, ZK-TNM, first flown: 22 Sep 2005, TTSN: 410 hr Condition: as new, 9.5 inside and out: always hangared, never used for 'ab initio' training. The P2004 Bravo is Tecnam's latest microlight: it has the tapered, cantilevered, laminar flow wing, which, together with the up-turned wingtips and streamlined fuselage, gives increased speed and range. The aftermarket Idovario In-flight Variable Pitch prop improves take-off and climb performance.

Powered by the ultra-reliable, 100 hp, Rotax 912 water-cooled engine. 100 lt fuel tanks give more than 5 hours endurance. Full maintenance history; 400 hr Check just done. All logs up to date.

Factory-fitted extras: Carb Heat and Cabin Heat. Other extras fitted: Idovario In-flight Variable Pitch prop: 320 hrs TTSN, 2 x KSE-35L8HC2 Life Vests, 2 x DRE Headsets, Tie Down Kit
Avionics: ICOM IC-A200 Comm Radio, PS Engineering PM501 Intercom, Garmin GPSMAP 296 colour GPS, Garmin GTX 327 Transponder, 4 core ELT cable installed ready for a 406 Mhz ELT

Aircraft can be purchased on its own or together with its parent company, Bravo 5 Limited, which is an IRD approved, GST registered, Loss Attributing Qualifying Company. Leaseback Agreement currently in force with the Northern Recreational Flying Club: can be terminated anytime. Leaseback and Partnership Agreements available for "turn-key" set up with a new Flying Club or School.

Replacement cost: $160,000 + GST, Asking price: $129,000 + GST: Reasonable offers considered. Genuine reason for sale.
CONTACT any one of the partners: Adrian:021566747, Neil:021948810, Heather: 027801001, Gary: 0274983287, Jack: (09)4361113

The BIGGEST Range

ULTRALIGHT RANGE

CERTIFIED RANGE

Tecnam (NZ), established in 1997, with service centres in the North and South Island, is ready to supply and support you with the largest range of brand new aircraft in New Zealand.

For further information and an information pack, call 09 298 9144 or www.tecnam.co.nz

TECNAM

...Be Surprised

Tecnam's new facilities at Ardmore Airfield, Auckland

Solo Wings

Solo Wings for Aquilla Trikes

For all Rotax engines

- Sales
- Service
- Support
- Spares

912UL

582UL

Your only authorised repair centre

ROTAX AIRCRAFT ENGINES | BRP

Solo Wings Ltd
6 Kittyhawk Way, Tauranga City Airport
Ph/Fax 07 574 7973 • Mobile 027 276 7797
Email: solowings@xtra.co.nz