Recreational Pilot e-zine
Issue 103
February 2016

RAANZ 2016 National Fly-in

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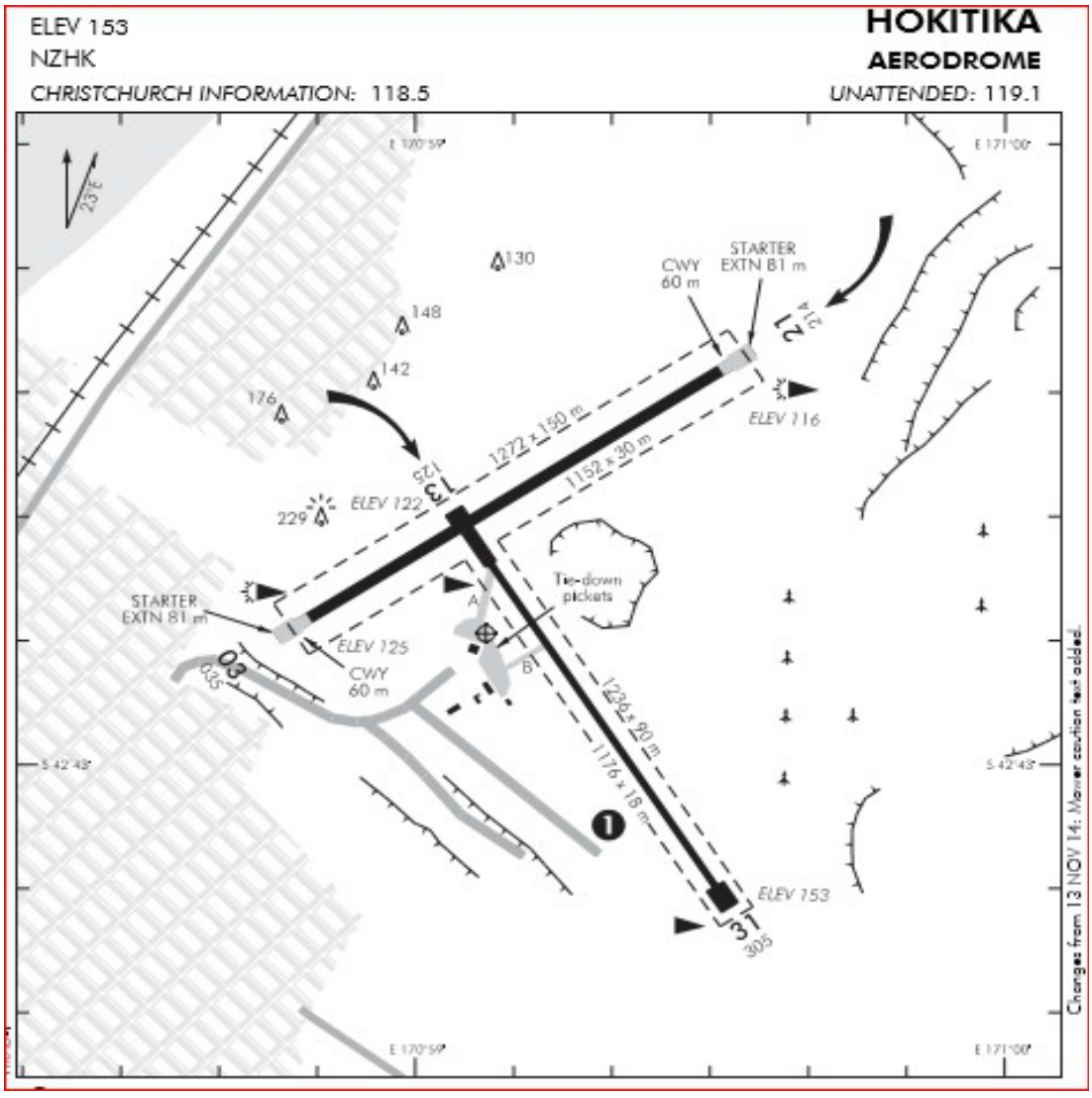
Hokitika Airfield

Waitangi Weekend

6-7-8 February 2016

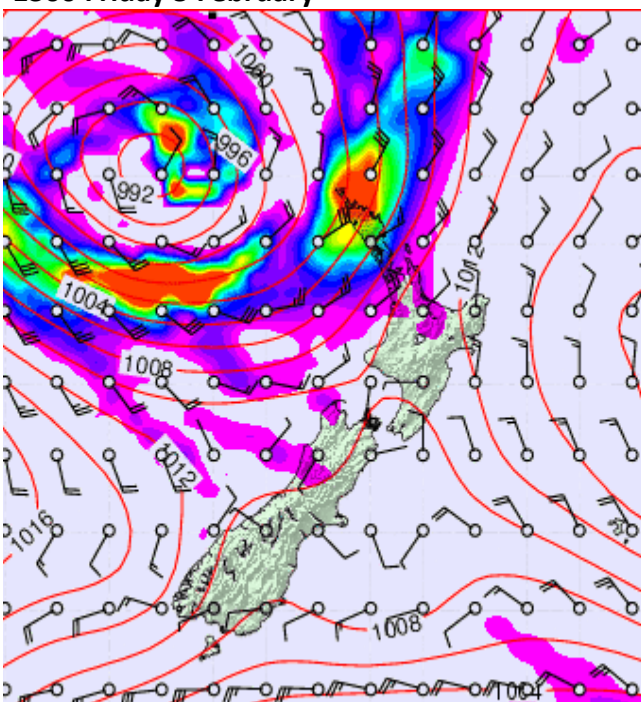
Details and registration form attached.

Also download from here

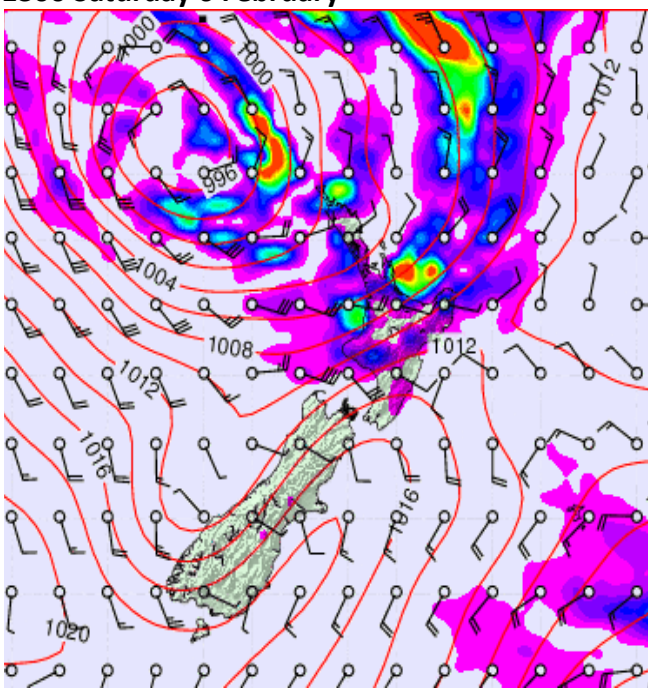


Weather predictions....

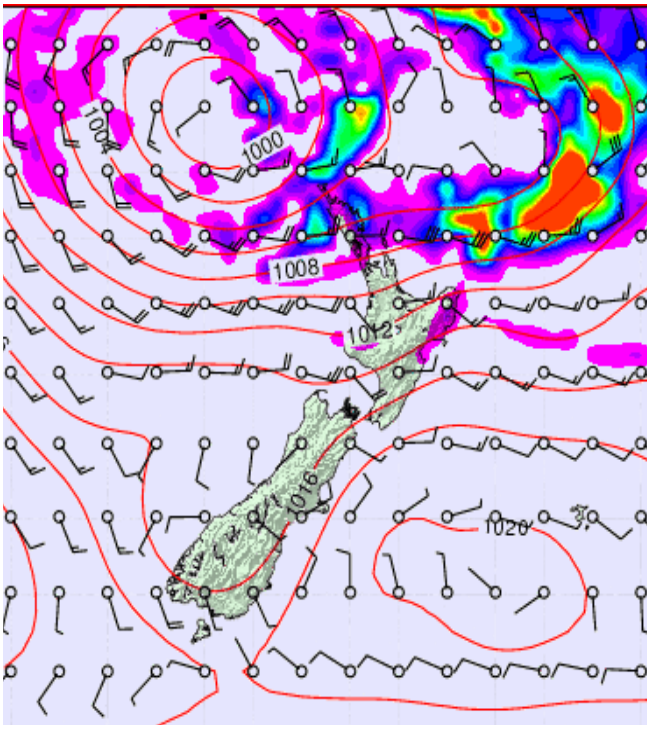
1300 Friday 5 February



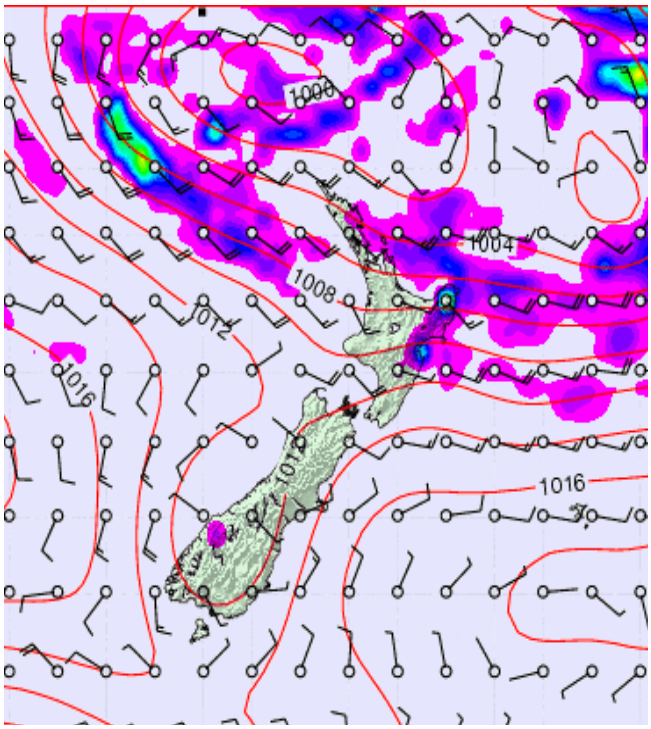
1300 Saturday 6 February



1300 Sunday 7 February



1300 Monday 8 February



SI looks good all weekend, NI dodgy for Saturday departure?
But...

Check your own weather and NOTAMs on the day!

Defect report- glass fuel filters

Tony Unwin/Gyrate

Please be advised that we have found the 'glass' fuel filters fitted to some of our gyroplanes have the potential to come apart in service. On investigation a number of websites indicate that **these filters should be fitted with wire to retain the assembly in one piece**. We bring this to your attention as it may be that you have fitted these filters to other aircraft of which we are not aware and they may be at risk.

Heads up- check your beacons and terminate SARWATCH on completion of flights

Rodney Bracefield | RCCNZ and Safety Services Deputy Manager

Over the Xmas period and throughout last year we are continuing to receive inadvertent beacon alerts for ELTs and pilots who do not contact RCCNZ when they exceed their SAR time or turn off their ELT when they notice that it is operating. As you are aware all these events require a SAR response. Would it be possible to put a short item in your weekly newsletter seeking your clients help to **reduce these inadvertent activations and more care when operating their aircraft in the air and on the ground**?

Drones in my garden

Jonathon Shorer/ Model Flying NZ

Last weekend's racing event at my place.

Collision with terrain involving Van's Aircraft RV-6, VH-TXF near Mudgee Airport, NSW

Evan Gardiner/CEO

Message from the SAA Canterbury branch. This could be a timely ‘heads up’ for our magazine. Sure this an SAA aircraft but the message of low and slow turning on approach to a landing, coupled with carb ice risk is equally relevant to all microlight aircraft.

There still seems some deniers with 912 powered aircraft boldly claiming that they don’t do carb ice. I am here to attest that prior to installing a carb ice kit on my DynAero, I had several carb ice events including 2 with the prop stopped.....

The ATSB has released its investigation report

Collision with terrain involving Van's Aircraft RV-6, VH-TXF near Mudgee Airport, NSW on 14 September 2014

On the morning of 14 September 2014, the pilot and passenger of an amateur-built Van's Aircraft RV-6, two-seat aeroplane, registered VH-TXF and operated in the 'Experimental' category, approached Mudgee Airport. The aircraft had departed Dubbo Airport, New South Wales about 25 minutes earlier.

The pilot approached from the north-west and conducted a non-standard circuit entry including an orbit to the south of the airport. Prior to turning onto the downwind leg of the circuit, the aeroplane descended to about 600 ft above ground level. Witnesses stated that the pilot conducted a tight left turn onto final approach at a slow speed and low height. The witnesses also recalled hearing the aeroplane's engine 'splutter' and then silence during the turn, followed by a 'rev' followed again by silence.

The aeroplane continued its high angle of bank left turn and, at about 1053, collided with terrain about 300 m south-west and short of the runway threshold. The pilot and passenger were fatally injured and the aeroplane was substantially damaged.

The ATSB found that during the turn onto final approach to land, the aeroplane's engine ceased operating. The aeroplane's airspeed before the engine failure was within about 0.5 kt of the estimated stall speed during the high-bank turn. After the engine failure, it is likely the aeroplane entered an aerodynamic stall. The associated loss of control was not recovered and the aircraft continued in the turn until it collided with terrain.

The ATSB also found that the engine failure was probably due to carburettor icing. No defects were identified that would have precluded normal engine operation prior to the accident, and uncontaminated fuel was being supplied to the engine at that time. However, the environmental conditions at the time of the accident were conducive to serious carburettor icing at descent power, and the pilot-operated carburettor heat control was found in the OFF position.

Analysis of the aeroplane's global positioning system data showed that it was common for this pilot to fly approaches at lower than recommended circuit heights and at speeds close to the aircraft's stall speed. On the turn to final approach on the accident flight, any loss of airspeed would have left a very short time before the aeroplane reached the stall speed.

The ATSB also found that the aeroplane's weight was higher than the design limits. However, the effect of this weight on aircraft performance was not considered to have contributed to the accident.

The aeroplane was not required to be, and was not fitted with an angle-of-attack indicator or stall warning device.

Safety message

All pilots of aircraft fitted with a carburettor are advised to check the forecast weather conditions and consider the risk of carburettor icing as a result of those conditions prior to each flight.

Although amateur-built aeroplanes operated in the Experimental category are not required to be fitted with a stall warning device, owner-pilots should consider the benefits of such devices as a last line of defence against the inadvertent approach to, or entry into an aerodynamic stall.

New Aeroprakt A32 (Foxbat)

Doug King/LightFlite Green

When I first saw the A32 aircraft at the Aeroprakt factory last year, I noticed the strong resemblance to the Foxbat A22LS, but quickly realized that the A32 was more sleek and streamlined. For me this A32 aircraft immediately took on the image of the swift version of the two, but still sturdy and well built.

With the same well known Rotax 912 ULS up front and the same large wing it seemed that the aircraft would have much of the same characteristics and performance as the A22LS, but I soon realized that the much discussed cruise speed of 115-120knots was easily attained and in fact, has to be checked somewhat to settle on the 115 cruise speed. It seemed difficult to imagine that the A32 has this easy cruise speed but also a slow stall speed of 27knots, 1 knot slower than the A22LS. So this aircraft can handle short landings and take offs from paddocks and short airfields, with safe, comfortable margins and allow you the top end for those longer flights.

In the three years of R&D that went into the aerodynamic refinement of the aircraft, it shows that the time spent has paid off, and the changes that were made were clever changes. Some of the changes such as, the raising of the cabin roof and top end of the wind shield, to the level of the wing top surface, giving the wind shield a lower angle position, altering the front cowling using moldings around the cooling system/radiator intake, to form a single air intake for air flow around the engine. Reducing the wing length slightly and replacing the horizontal stabilizer with an all flying tail plane with a servo trim tab, and fitting wheel spats over the 6x6,00 wheels.

Only the two standard 45liter fuel tanks are fitted within the wings with no protrusion like the optional 57litre tanks sometimes used on the A22LS. With the considerable reduction in drag with all of these changes the A32 has a slightly better range of up to 600NM, burning around 16liters of normal 95/98 octane fuel.

In the cabin, the controls are twin Yokes with centre throttle and brake lever, and the flaperon lever is still in the same position mounted above and centre. The cabin width is ever so slightly narrower than the A22LS, but still offers lots of room for the big shouldered pilots, and the comfortable seats are easily adjusted, folding forward for easy access to the rear luggage compartment. They have seat pockets behind for maps and other paper work.

The luggage compartment is nestled in the base of the rear compartment and when closed allows for light bulky items like pillows and sleeping bags to be packed above it. Above the pilot and passenger are the normal storage pockets and these have been supplemented with pockets on the sides of the instrument panel coaming.

The flight characteristics differ in regards the landing where the A32 has a more sensitive response through the all flying tail plane, so pitch adjustments need to be less than in the A22LS. The stall is benign, similar to the A22LS. Climb out is great at an easy 1200-1400fpm with one person or around 1000fpm with two up, and operational load limits are +4 -2 G. Factory testing limits for the 650kgs float plane are+6 -3 G.

In all the A22LS will continue to be offered alongside the new Foxbat A32, but clearly the A32 will suite those pilots whom want the extra top end for longer distances and touring, although this will come at a price. (+-NZD120,000.00 plus GST)

Membership changes

Adrian Cable		Senior Flight Instructor	Upgrade
Malcolm Windelborn	Kaitaia Aero Club	Advanced National	Upgrade
Richard Wagner	Gyrate Flying Club	Intermediate	Upgrade
Gary Mills	Bay of Islands Aero Club	Advanced National	Upgrade
Gordon Moloney	Canterbury Recreational Aircraft Club	Novice	Joined
Perry Husband	Gyrate Flying Club	Novice	Joined
Marcel Huth	Opotiki Aero Club	Novice	Joined
Peter Robinson	Whangarei Flying Club	Novice	Joined
Dave Witherow	Otago Aero Club	Advanced Local	Joined
Sarah Colliver	Feilding Flying Club	Flight Instructor	Upgrade
Jeremy Philip	Canterbury Recreational Aircraft Club	Novice	Joined
John Smith	Auckland Recreational Microlight Aircraft Club	Novice	Joined
Teunis Hofman	Gyrate Flying Club	Novice	Joined
Matthew Colville	Gyrate Flying Club	Novice	Joined
Peter Locke	West Coast Microlight Club	Advanced National	Joined
Adam Houston	Feilding Flying Club	Advanced National	Joined
David Brandon	Manawatu Microlight Club	Novice	Joined
Christopher Lyle	Bay of Islands Aero Club	Advanced National	Joined
Warren Sly	Mercury Bay Aero Club	Novice	Joined
Myles Taylor	Bay of Islands Aero Club	Novice	Joined
Jordan Wiliams	Mercury Bay Aero Club	Novice	Joined

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RAANZ National Fly-In 2016

HOKITIKA AIRPORT

FEB 5-8

The West Coast (SI) Microlight Club in association with the Hokitika Aero Club invite all pilots and crew to the RAANZ 2016 Fly-In to be held on Waitangi week-end. Fly over the alps and enjoy the magnificent scenery, uncluttered skies and great weather.

Over the three days we will arrange flying competitions, scenic flights, good food and the chance to meet old and new friends. This Fly-in is open to all pilots and all aircraft types.

Take the time to read the NZHK page in your AIP. Note the two sealed runways. Do not land on the grass. Landing fees will be waived. BP Avgas available on field with swipe card. We will run a shuttle to town for Mogas.

PROGRAMME

Friday: We anticipate some of you will arrive this day. No activities are planned. Camping is free-of-charge. Registration and BBQ Dinner.

Saturday: Arrival. Registration. Local flying. Group dinner at a local hotel.

Sunday: Breakfast, Pilot Briefing, Competitions, Lunch, Fly-Away. Transport provided to town. BBQ Dinner

Monday: Breakfast, Local Flying, Departures.

ACCOMODATION

Camping will be permitted on the airfield. Contact Hokitika I-Site for other accommodation on 03 755 6166

COMPETITION PROGRAMME

Nominated Distance Takeoff and Spot Landing to a mark. Standard 1000 ft circuits. Aggregate of two each. Penalty scoring.

REGISTRATION

Please register your aircraft ($25) no later than Friday 15 Jan 2016. Please advise numbers of crew and passengers. This greatly helps our caterers. Payments for meals will be made on arrival.

WCMC Direct Payment Details:

ANZ Bank. West Coast (SI) Microlight Club 06 0845 0005292 00

Enter your name and "2016 Fly-In" then email drew.howat@xtra.co.nz so that he can record the details.

NB. NZHK Hokitika is a certified airfield. Scheduled commercial flights of Air NZ Q300 or Beach 1900 aircraft occur each day. There is also a commercial helicopter operator and a scenic flight operator active on the field. Hokitika is a mandatory broadcast zone (MBZ).Class G airspace. No dogs allowed on the field. Collect all rubbish and prevent FOD.

CONTACTS

Event coordinator: Mark Ralfe markralfe@gmail.com

Event Sec/Treas: Drew Howat drew.howat@xtra.co.nz

West Coast Microlight Club CFI Ray Leach ray.leach@xtra.co.nz

Hokitika I-Site hokitika@i-SITE.org

RAANZ NATIONAL FLY-IN

2016 HOKITIKA FEB 5-8

Please reply by return email to drew.howat@xtra.co.nz

The following prices are approximate and are to be confirmed and paid at registration upon arrival. (Cheque or cash. No eftpos available)

		Numbers
Registration	$25	( )
Friday BBQ Tea	$15	( )
Sat Breakfast	$5	( )
Sat Lunch	$10	( )
Sat evening dinner	$40	( )
Sun breakfast	$5	( )

Name.....

Email.....

Contact Phone.....

Registration Includes All Day Tea/Coffee Biscuits

Breakfast= Fruit Juice, Fruit and Cereal, Toast, Tea Coffee