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## July 2006

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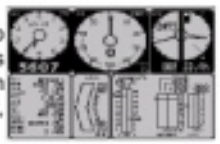

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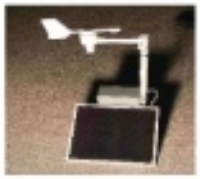

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**Front top - Photos by Craig Pilcher - Makenzie delivers**
**Back Lower: Photos by Paul Woodley - RAANZ National flyin at Rangiora**

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# The McKenzie Delivers - by Mother Goose

Easter time was approaching again and with Warbirds Over Wanaka in most aviators minds, a plan was hatched by a select few to attack the mighty McKenzie. With 1st generation machines Ed Craig, Craig Pilcher, Dave Scott, Ian Sinclair, & Rob Peck (alias Mother Goose) elected Twizel as a suitable base camp for an Easter adventure. The usual pre-trip formalities saw major undertakings as our aging aircraft underwent heaps of TLC. I recall Ed's words of disapproval as he discovered a fat furry rodent who had made a home in the PTiger sail. His comments got even more colourful when he found the squatter had made his own entry & exit access at either ends of the wing. To make matters worse, the rat which was still in the wing, made a desperate 1m leap to freedom dispite Scotty's gallant efforts of pursuit. This sequence of events proved too much for Pilchies sense of humour as he triggered the rest of us into fits of laughter. Ed was still holding the remainder of the rat's nest which comprised of neatly gnawn bungy cord and straw.

Sinx's Dak inspection was completed with constant reminders from him on how jealous we would be of his new stainless exhaust system. Jealousy is not the emotion however I felt for his & Scotty's radio transmissions but you will hear more about this as the story unfolds.

## Day 1

Like an excited kid on Christmas day I woke at 4.00am and stuck my head out to inspect the day - perfect. A couple of phone calls and the rising of the sun and the adventure had begun. First port of call was Grant Coldicott's where Pilchie & Sinx had just landed. I met Ed & Scotty on route and we arrived about 10 min later. It was during this time I discovered my lonely fate with regard to air communication with the gaggle. Scotty & Sinx could receive but not transmit. Fine on the ground but with the usual in-flight environment their transmissions rated crappy at best. Thankfully there was my MP3 player and the odd chatty transient pilot to keep the vocal cords in good shape.

The radio situation indicated I'd be best bringing up the rear of the gaggle. Like a mother goose looking out for her gosling - thank you Scotty!!!

Pilchie and Sinx also found time to rave about their new freezer rated flying suits. This was all too much for a man standing in a 2.5mm wetsuit and a sweaty crouch busting for a piss - too much information I hear you say.

With a group photo and a farewell to Grant, the boys took to the air in the direction of McKenzie Pass. The plan was to refuel before the pass and head to Burkes Pass. Fresh in the minds of Ed, Scotty, and me was a former trip through the McKenzie Pass where we received nothing short of a hiding. Scotty picked a strip at the mouth of the pass and all landed safely to replenish what he affectionately termed "motion lotion". To our surprise conditions in the pass appeared perfect so after another photo the decision was made to tackle McKenzie and land at the strip to the west of the pass. This was achieved in the best conditions I have ever encountered in any pass. Having all landed again west of the pass this opinion was shared by all. Sinx, the most experienced of us chipped in with a few not so pleasant stories involving both passes. Now however the weather gods were smiling upon us and we could do nothing else but widen the smile. Holden Arm was next on the list and following the now traditional team photo we proceeded to scare the living crap out of the local rabbit population. Ed knew a lot of people up this way and proceeded to leave his calling card at several locations.

Amazing flying was experienced and the autumn conditions made for spectacular views along the way. The strip at Holden Arm was barren to say the least. Pilchie was first to put down amongst the rock and herasian. The following gaggle arrived shortly after as did the local station owner. Greetings were exchanged and again the team photo took place before the leg to Twizel. The Holden Arm camp looked busy as we drifted over the lake edge and up the Ohau spillway. The view got even better as the water reflected the autumn colours with ripple-less clarity. Following the standard radio calls to announce our arrival we navigated our way around the south of the town to land on a private strip opposite Pukaki Airfield.

Nicola & Shawn manage a home-stay business here which comprises a handful of standalone units and a back-packers. The field is right on your doorstep with shelter to harbour your aircraft from the west. They close around June over the dead of the winter but are a great location and still handy to town. Their contact is 03 4350199 if you want to check it out.

Having arrived around lunch time we checked into our accommodation and filled our bellies at the local bakery. As part of our trip planning we had left a vehicle onsite with all of our weekend requirements. Despite all this good planning we did overlook the fact that not a lot of alcohol was available on Good Friday despite the sincere efforts of Pilchie on the local supermarket owner. The local pub should provide easier pickings so with that conclusion we concentrated on the job at hand and made tracks back to the strip for another burst of aviation as the day was far from over and conditions still

perfect.
The plan was to head around to Lake Ohau and land at the strip down from The Lodge. A light breeze met us as we traveled round the south edge of the lake but dropped to nothing as we tracked up the west side. The lake was a mirror and we all reached the strip having snapped a few pic's.
Ed's arrival however was a little noisy due to a rupture in his exhaust. His landing was closely followed by a couple of friendly aviators in a Cessna 180 who, attracted by the sight of the gaggle decided to join us. After an exchange of junk food and the usual banter, both courtesy of Sinx, we headed up the Ohau Valley less Ed who decided to nurse his exhaust for the return journey. Pilchie, who must of landed on every known strip in the area, lead the way in the Mirage to a strip at the head of the Hopkins & Dobson Valley's. Despite my best effort Mother Goose lost sight of the gosling and had to be directed to the strip via Scotty's ground based radio calls. Sinx had much the same experience and not long after landing he did the same for our Cessna 180 mates. More photo's and banter followed before trucking back down the valley to pick up Ed and return to Twizel. This was achieved with no further incident and with conditions still perfect we fuelled up for a final twilight fly. Ed removed his exhaust for repair and the remaining 4 gosling headed west for Pukaki Downs at the bottom of Lake Pukaki. The air was as smooth as it gets and warm considering the time of year. With fading light the decision was made to head for home. A couple of radio calls and transmission clicks established that Pilchie was not amongst us. With his black sail and fading light it was not surprising so the remainder of the gaggle proceeded to press on back to camp. Upon landing Pilchie was still no where to be seen. A cell call resulted in a message left with Mother Goose expressing her concern. Minutes later Pilchie called back to inform us he was a couple of paddocks west of us with a dead motor. A couple of McKenzie paddocks as we found out can mean several km's. However following his bad luck Pilchie had skilfully popped down in the middle of a paddock, tied her down, and with the assistance of the Subaru lights found the end of the strip, not to mention a section of swamp, on foot.

We returned to town for a feed & watering at the local pub. The long arm of the law ensured that little alcohol was to be consumed tonight despite our efforts to prove we were genuine diners.
After viewing our photo take for the day we turned in having all put in some choice aviation. With sleeping arrangements sorted it was a race to get to sleep first to avoid the chorus of snoring & farting that saw contributions from all parties. The prize however for most effective bodily discharge goes to Scotty who not only cleared our immediate adjoining rooms but forced the evacuation of the entire accommodation wing. Thank you for that memory Scotty!!

## Day 2

Eager to get Ed & Pilchie back in the air we rose at 6.00am and by 9.00am Scotty & I had discovered that Pilchies Cyunia had done what he suspected and popped a hole through a piston. With this glum news we rejoined the gaggle back at the strip to discuss the options. Ed had been unsuccessful in his attempts to get an engineer to repair his exhaust so Pilchie and him returned to Timaru to collect trailer and other aircraft transporting equipment and deal with the exhaust repair. This left the remainder of the gaggle to plan more aviation on yet another perfect day and by lunch time we were touching down at Omarama Airfield. Little did we realise that in addition to our fuel costs we would depart with our first ever landing fee of $6.00 much to Scotty & my disgust. Sinx looked at us both with disbelief as he handed over his fuel card allowing us to gas up for the next stage of our adventure. There appeared to be a light westerly on the ground at Omarama and the decision to fly into the Ahuriri Valley may need to be reviewed. We pressed on with the understanding that if conditions became worse we would turn back. As we approached the junction of the Lindis and the Ahuriri the breeze dropped away allowing yet another smooth and comfortable passage into the massive Ahuriri Valley. After a partial tour around the valley we returned to a strip at the eastern end of the valley. Discussion revolved around a small pass that would provide a quick passage back to Twizel. This track took us a few miles south of Lake Ohau and provided us with some spectacular views of the surrounding country. The pass proved to be a little lumpy in places but well worth the journey. The time saved by coming via this pass put us back at the strip in Twizel about 2.00pm which proved excellent timing for Ed & Pilchie who had made it back already. With Ed's PTiger exhaust repaired a plan was hatched to retrieve Pilchies Mirage which required Sinx and I to give aerial direction to the ground crew with the objective of finding the easiest passage to the stricken Mirage. It could

be said that aerial misdirection was the winner of the day and that Pilchies new Toyota 4WD was duly tested.

Packing up the Mirage turned out to be a pleasant surprise in the fact that it all happened with relative ease. Within 2 hrs she was all tied on and moving slowly to a gate I had spied next to the canel. With Scotty and Ed assisting Pilchie with the drive out, Sinx and I reluctantly decided that more aviation was in order and roared off in absolutely perfect conditions for another excursion around the foothills of Pukaki Downs. Failing light again hastened the return to base and we cruised back to finish yet another amazing day flying. We had been away about an hour and appeared somewhat surprised to see the rest of the team still in the paddock just short of the gate by the canel. I later learned what Pilchie thought of my abilities of estimating distance. The fact that I also fly with a GPS makes things even more inexcusable. Mother Goose had been scorned by her gosling!!

Back at camp Ed was flavour of the day when he produced the long awaited beer. Another flick through the day's pic's proved frustrating as camera and laptop threw a hissy fit with each other. Eventually all was revealed and after a couple of quiets we wondered off to the RSA for a feed.

In short lots more stories were told and a great night was had. After several shouts for Scotty's birthday and Pilchie's gratitude we surrendered for our final night of slumber which again involved the usual chorus of snoring, belching, and farting.

## Day 3

Again the alarm sounded at 6.00am and the team had decided to head for home via Pukaki and the Tekapo canel. A strip opposite Sawdon Station was selected as a fueling stop before attempting Burkes Pass. At just after 8.00am we launched again into perfect conditions for the first leg home. With Ed back in the air we cruised along the edge of Lake Pukaki and climbed up to follow the canel past Mt Mary. It was just short of the canel that Scotty made an unscheduled arrival on a less than desirable track. With Mother Goose circling, the gosling gathered to survey the plight of our fallen buddy. After several passes and establishing Scotty was ok we searched for a handy landing spot. Just at that moment I glanced up to see Scotty roaring skyward once again. In fact it would be fair to say that from there to Sawdon Station we saw the unusual sight of Scotty flying close to what we believe was the stratosphere. Not a sight any of us had seen before, but all jokes aside he displayed great skill in saving the Quickie from what could have been a very nasty situation.

Our stop at Sawdon Station revealed that Scotty had suffered from possible carb icing. Sinx on the other hand had been conducting a thorough inspection of TransPowers high tension lines and was happy to report that all was in order.

Again the local farmer and some travellers turned up at the strip to hear our story, which like all good stories needed to be told to all that would listen. Truth was, one of them wanted to tell his own story and jumped into Scotty's Quickie for a photo babbling some bullshit story about what he was going to tell his daughter.

After a nervous one and more of Sinx's junk food we climbed steadily towards Burkes Pass. At 3000' we talked to other traffic in the pass before descending into turbulent air on the eastern side. Ed dropped to the deck and took advantage of a decent tail wind. Scotty crossed the valley but like the rest of us was not having a good time of it. Thankfully it was short lived and the flight via Lake Opuha to Sinx's place passed with yet again perfect conditions.

At Sinx's place we again topped up with fuel and headed to Timaru to assist Pilchie in putting the Mirage back together. The final chapter in the journey was coming to completion. With the Mirage safely back in the hangar, looking none the worse for wear I might add, we had time for the final photo before heading home.

In reflection I would have to rate the weekends flying as the best I have ever experienced. The McKenzie basin is huge and this trip only uncovered the tip of the iceberg and not to mention the fun it produced. First generation Microlighting is still very much alive in South Canterbury and for those of you who have never experienced it then take a look on the pilot's face of any Dak, Quickie, or the likes. Better still - go for a fly in one and judge for yourself. -- Best of Air - Mother Goose

## Easter 2006 - Southern Trike Safari


Bob & Christine's airfield.

Sometime around early 2006, Doug Anderson of the Canterbury Recreational Aircraft Club conceived the idea of a Trike fly in, to be based at Bob and Christine Oliver's property, situated between Mandeville and Riversdale in Southland. He couldn't have guessed how successful it was going to turn out at that stage. After much planning and organising it all came together with people and machines arriving on Thursday 13th April, from as far away as Takaka and Karamea with most of the others coming from Rangiora. The trikes were duly rigged and parked in a very sheltered location adjacent to Bob and Christine's house. Three of the machines were able to be accommodated in Bob's hangar. Several of the pilots couldn't resist the opportunity of a quick familiarisation flight around the area before dark on the first evening and after that it was into the planning for the first serious mission for the next day (Good Friday). With the weather looking as though it was going to be a cracker, the plan was to head off over the Hokonui Hills to Riverton on the south coast just west of Invercargill.

### Good Friday 14th April

The day started with a perfect morning and then got better. 10 trikes, accompanied by Jack de Reeper in his Bantam, all assembled at Alex Taylor's strip situated about a mile from Bob and Christine's. After scones, tea, coffee, and much discussion, at Alex's home we got under way, heading for Riverton just after 1100 hours. Our course took us straight over the Hokonui Hills in a south westerly direction for about 41 nm. We all arrived safely just after midday. After a brief orbit around Riverton, our leader (Doug) landed in a paddock adjacent to the beach (tide was in so no beach landings). Conditions were about as good as you would find anywhere. No wind, warm and clear. Smooth flying all the way apart from the odd minor lump over the Hokonui's. We departed from Riverton at about 1300 after Invercargill ATC declined our request to fly past the south side of Bluff, due to incoming traffic. We then headed west around the coast then north past Tuatapere where we landed in a paddock to plan the next leg through to Centre Bush. Scenery and flying conditions were still about as good as they come. After arriving at the Centre Bush airstrip we had to readjust passenger loading and some delicate fuel adjustments to ensure that all were going to make it over the Hokonui Hill's with suitable safety margins. After about 3.5 hours flying time from the start, we all arrived back at Bob and Christine's. The whole day was topped of with a magnificent meal prepared by Doug assisted by the ladies. Mushroom entrees, venison back steaks, steak, and vegetables followed with desert and appropriate lubrication of your choice. A marvellous day was had by all and we were wondering if we would ever get another day as perfect as that one. (We didn't know it at that stage but Southland must be the Great Day factory, for they just kept coming).


Prior to departure from Alex Taylor's strip for Riverton

### Saturday 15th April

The day dawned clear and still again and full of promise for another great days flying. Decisions were made and trikes prepared. Then it was off to Alex's strip for the mandatory scones tea and coffee before departing for Porpoise Bay, which is situated at the south end of the Catlins coast, about 32 nm east of Bluff. We were accompanied on this trip by Alex in his Kitfox and Jack once again in his Bantam. It was great to have the local knowledge of these two pilots with us. Alex with his greater speed was able to keep track of everyone while Jack took the role of pathfinder. The trip down to Porpoise Bay was uneventful until we arrived at the Bay. We all landed OK except for one trike which sustained minor damage after turning too soon at the end of the landing roll and touched a wing tip on the sand. After sorting out the above hiccup we departed from the beach in a northerly direction along the magnificent rugged Catlins Coast. This is an area which almost all of us will want to return to for a second look as the scenery is just superb. Bush, beaches, surf, rocks and great weather on the day. Next stop, Balclutha for refuelling of aircraft and crews. Doug's wife, Robyn, had kindly volunteered to drive from home base with a trailer loaded with spare fuel and food, which we all needed. At some stage during this brief stop, someone came up with a good idea !!!. Why don't we put a V formation together when we leave Balclutha?. It all went rather well while we were still on the ground, but after that things deteriorated quite rapidly, especially when we tried to turn the formation. Never mind, we learned heaps and now have a much greater respect for those who put together the really polished formation displays. The next leg took us to Mandeville airfield where six


Anderson's Flying Circus at Riverton.

trikes and the Bantam landed. We checked out the museum at the airfield and I can highly recommend it to any one who has an interest in aviation particularly the vintage aircraft which are being built and restored. We decided to have another crack at the formation flying on leaving Mandeville for the short leg back to home base. With 5 trikes nicely formed up in a V and Doug tucked into the back of the V (where he would get all the turbulence) we took off. This time things were looking good and no turns were attempted. With a few hours practise we could almost get it together. We arrived home after about 3.8 hours of flying, tired and happy. Another splendid meal prepared on the BBQ, followed by a huge (toast marshmallows at 30 paces size) bonfire and fireworks display finished the day off. What a day!!!

**Bob' contribution to global warming, it got much bigger that this !!.**

## Sunday 16th April

Sunrise was at 0722 therefore no excuses to be in bed after 0700. Someone who will remain nameless was overhead the house and accommodation just after 0700 making heaps of noise. This had the desired effect and people were soon up and moving. No major missions today, just people doing their own things with local flying, sorting out minor problems with flying machines etc. Great weather again and a very relaxed day. The evening was taken care of with a superb meal at The Moth Restaurant at Mandeville airfield.

## Monday 17th April

Once again a perfect morning for flying. Decisions were made and the mission was to fly to TeAnau, Manapouri, have fun and return safely. For this trip we only had 8 trikes due to one down after the Porpoise Bay incident and one engaged on training duties. We headed off in a north westerly direction, passing just south of Lumsden and landing at Rob McBride's airstrip on the eastern side of Mossburn. After a brief stop and group photos we headed off for TeAnau with the intention of turning back if the light northerly wind was going to make things too lumpy. Just after take off one of the trikes developed motor problems and returned to Rob's strip. The remaining 7 continued on. We only encountered turbulence for a brief period while passing over The Gorge about 11 nm NW of Mossburn. Those who went high missed most of it. I went a bit lower and came out a better pilot for the experience. After that it was all good going through to Te Anau where we were met with a light shower which quickly cleared soon after we landed at the Te Anau airfield. More refuelling of machines and crews then off on a circuit round the Te Anau village then south to Manapouri. Magnificent views over the lakes and many photos taken. Touched down on the sealed strip at Manapouri then beat a hasty retreat in the face of an approaching shower..

**At Rob McBride's strip. L to R Keith Dekkers, Wynston Harris, John Osma, Noel Valance, Hugh McLachlan, Richard Mason, Doug Anderson, Robyn Anderson, Christine Oliver, Chris Davies & Rob McBride.**

**Te Anau looking north up the lake**

The trip back to home base was very pleasant with about 10 knots of tail wind and at 4500 to 5000 feet hardly a bump in the sky. Another very satisfying mission accomplished after about 3.9 hours flying.

## Tuesday 18th April

Most of us were ready for a lazy day as we had almost over indulged in flying if that's possible. Some were packing up, others just doing a bit of local flying and generally enjoying the local area.

## Summary:

A highly successful fly in, magnificent scenery, great flying, superb hospitality. Thanks to our hosts Bob and Christine Oliver. There are tentative plans to make this a biennial event Roll on Easter 2008 for Southern Safari No 2. Hugh Mclachlan - CRAC.

## Old farts give up

**Charles Russell**

**It's interesting how we get into mindsets about things and what answers we know are the correct ones. Introducing the locals to the 'Young Eagles' programme, which has been operating successfully over the hill for the past 4 years, we decided to give the kids who turned up, a quiz to try and determine those who have a genuine interest in aircraft. To this end, I typed up some questions for them all to ponder. We had a couple of 10 year olds, up to a 17 year old come along on the day.**

**So then, question 1: 'What 3 moveable parts roll the aircraft, allow it to climb and descend and turn it?'**

**Instantly we think of the rudder, ailerons and the elevators don't we? Well no, not if you are a 10 year old girl as cute as a button. Roll the plane? The wheels. What makes it climb? Use the throttle stupid.**

**So how many aircraft types can you can you list? This from a 13 year old- 'Three'.**

**Question: 'What methods can you think of that cool a motor in flight?' Not a problem to one 14 year old. 'Turn it off'.**

**All those wasted years struggling with the imponderables of flying machines. A bit of lateral thinking can shrink any problem down to an obvious solution.**

**We had 20 kids turn up. 20 quizzes returned with quite unexpected answers- stuff that I couldn't dismiss. Formal question: 'What 2 kinds of undercarriage are there?' My answer would be fixed and retractable. Too mundane for these kids. We got floats, skis, tail wheelers, trainer wheeler nose wheels, and an occasional dipping of the flying helmet to the main types I had in mind.**

**To hell with boring old farts maintaining the status quo in politics. Give the Country to 10 to 17 year olds to govern. We would be no worse off, and probably a good deal better!**

## Sex and all that spin

**Charles Russell**

I wasn't around during the last Great War having been produced as a result of its ending. A birth at the end of September suggests an uninhibited romp around Christmas by my randy parents resulting in a probably most unwelcomed introduction to reality. In those days, couples tended to remain together, the State not being as benificent to bastard kids as it is now.

My childhood enveloped extraordinary changes in the kind of aircraft being developed, and a fascination with the changes taking place at this time. Reading avidly through the years, I grew to respect the ground crews who kept the planes airborne under some extraordinary situations in very hostile environments. We all have stories about the poor sods who kept the planes going in spite of absurd problems with fuel, lack of spares and dreadful conditions.

Non of the stories I have read over the years acknowledge the patients, the tolerance and the devotion to duty that the instructors made to the combat.

In all theatres on both sides of the War, pilots needed to be taught ab initio how to fly fighters, bombers, long range coastal defence and offence over seas that would freeze were it not for the fact that they were continually in motion. Very little has been written about these stalwarts who kept it up day after day, teaching kids how to fly.

Here we are 60 years later. The patients of a saint is still required to do the job, though the imperative has changed. Now we teach people who want to fly because they think they will love it, not because they might die defending their Country. So now, instructors need to be more laid back and relaxed about teaching aspirants how to fly an aircraft. We get people who would have been dumped when the imperative was paramount. We do not have this luxury.

It is challenging for us, but how much more challenging was it when the last war was in full swing, and the instructors simply had to get people through? All the kids squeezed into the sausage grinder came out capable of ducking and diving into clouds to get themselves out of trouble. Long flights in the deep of night with heavily laden bombers and the promise of a hot reception at the destination were carried out and all with what we now consider to be very primitive instruments.

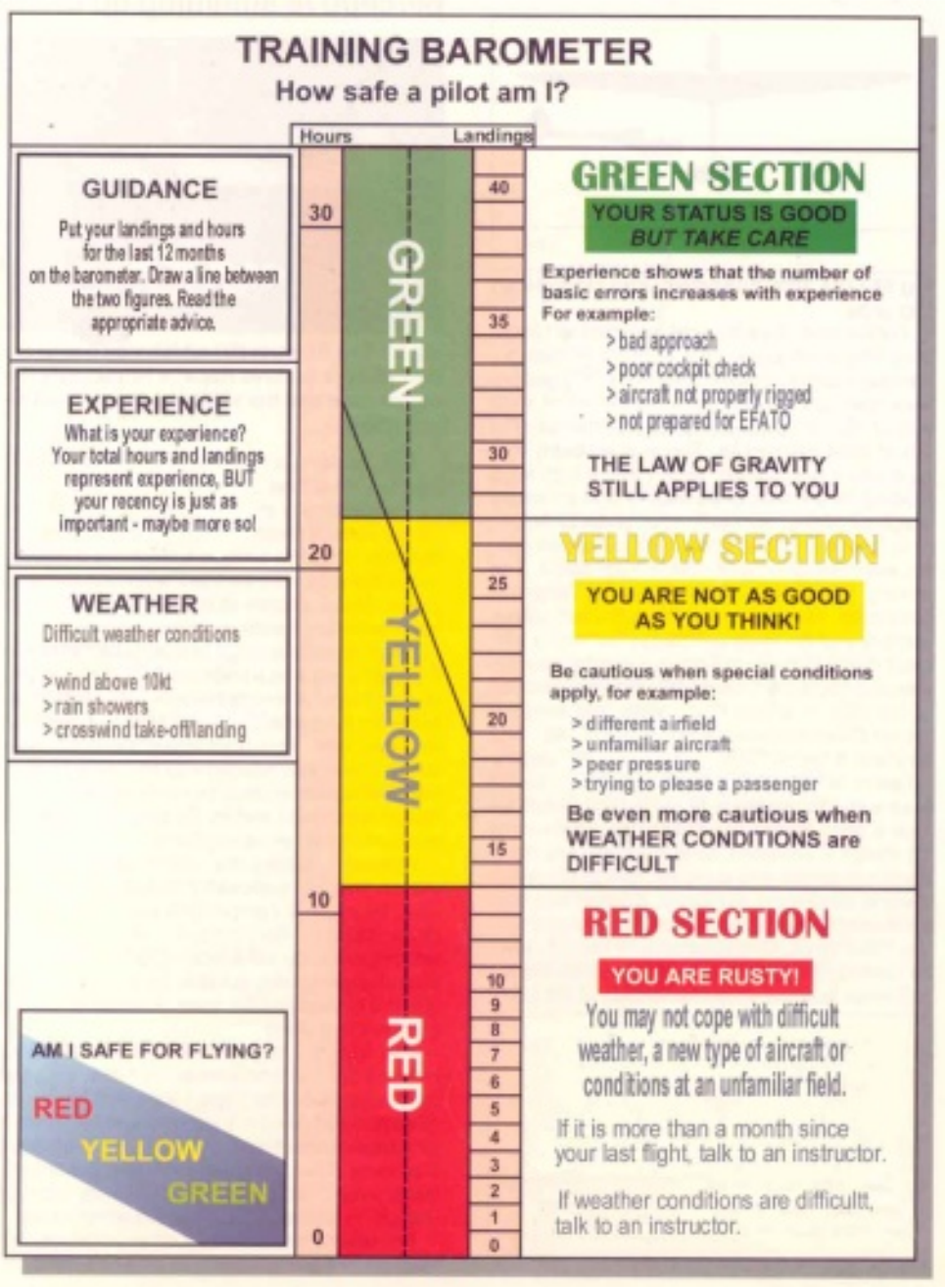
Spinning an aircraft was routine. Unnatural attitudes unavoidable.

We seem to have lost something during those past 60 years. Our aircraft are safe and predictable and yet pilots still come to grief doing the same silly things. Perhaps it is because we are not culling the people who need to be told to take up golf.

So we get ever more restrictive legislation forcing us all into the same pigeon hole by bureaucrats whose lives would be so much easier if we all quietly faded away.

I suppose that when there's a war on, it is in one's interest to study hard and be better than the other guy. Nowadays, we have other pressures on our attention. Paying heavily for our flying limits the capacity to stay on top. Microlights allow us to stay in the air at a reasonable price and stay current.

This is surely the most effective way to avoid one of those silly mistakes.




**Training Barometer from the BMAA magazine Jan 2005**

## Nelson club kick starts

**Bob Wagner**

**A few weeks ago a few Nelson Microlight enthusiasts decided it was time to breathe some new life back into the local microlight scene. Alistair Hart, Vern Brabant and myself canvassed the thoughts of other local microlight owners and pilots to gauge what interest there might be in reforming the club.**

**As a result, on Sunday 28 May, a meeting was held in Alistair's hanger at Motueka. Including wives, girlfriends, boyfriends, husbands and others we had over 35 people attend. We now have 28 members. Most are owners of, or are actively flying ultralights.**

**Aircraft types are 1/ Rans Coyote S6, 1/ Pioneer 2000, 1/ DGF Dragonfly, 3/ Hi Max, 1/ Pit Special, 1/ Acrosport 1/ Tigerhawk, 1/ Corby Starlet, 1/ Zenith CH 300, 1/ RAF 2000 Gyro, 2/ Benson Gyros, 1/ Airborne Trike, 1/ Cessna 152 (don't know how that got in here), 1/ Thorp T18, 4/ Zenith 601 XL's, 1/ Falcon, 1/ powered glider. At the moment three of these machines are U/S but they all count. I suspect there might be one or two others lurking out there also.**

**The new executives are, President, Bob Wagner, Sec/Treas, Bruce Bygate, Safety officers and QFI's , Kevin Allport (Nelson) Shane Fleming (Takaka) and Alistair Hart (Motueka)**

**It is my hope that the club will be non-political. That is SAC vs RAANZ vs SAANZ vs Aero Club vs Gliding Club vs any other flying interest. I believe priorities should be safety first then fun. Our first social outing will be a fly-in at Takaka on Sunday 23 July. Yup every one is welcome.**

**Cheers Bob Wagner, 03 5442831, 021 0633 861, wagner.trust@xtra.co.nz**




**Pictures from the RAANZ National Flyin at Rangiora - Paul Woodly**

## From the back office.....

**Stuart Parker**

**Annual inspections.**

For all you microlight owners out there, remember you must get your baby inspected each year to stay legal. Our aircraft database shows many aircraft overdue for inspections. I am now sending out reminders to those who have inspections falling due in the coming month. But if I don't have a record of your last inspection I can't send you a reminder. Soooo- Pilots, please check next preflight to make sure you have a legal plane; IAs, please return to me the pink copy of the inspection forms. Yes, it can be a hassle to find an IA and get him and your plane together in one place. But it's a requirement, and a chance for another pair of expert eyes to give your machine the once over. And I bet you would agree worth the hassle if they found something critical that you had missed!

**Email addresses.**

The database is starting to fill, and more of our reminders and information is going out by email. Quicker for you and cheaper for us. If you haven't done so already, please send an email to office@raanz.org.nz with SUBSCRIBE as the subject and I will capture your email address into our database. If you don't have email, we will still use post to get to you guys.

**Payment by direct credit.**

A number of members have asked about paying subscriptions by direct credit to the RAANZ account. We can handle that, but need you to clearly indicate who you have paid, how much, and what it is for, so we can match things up our end.

Here's how..... RAANZ bank account number is 010321 0107714 00

When you make a direct credit include your name and CMV number (if known) in the payee details, so I can see who it is from and why.

If this is a renewal or flight test via an instructor, get him/her to note on the CMV form that payment has been made by direct credit.

Otherwise I will ping the form back to you asking for money.

If this is a straight membership renewal without flight test, you can simply email me with the details of the payment made (who, how much, why) and I will issue a CMV for you.

**Training Manual.**

Don't believe everything you read on the internet, including the RAANZ website! The Training Manual is out of print, and we are currently in the middle of a major review of it by our ATOs.

It will be a few months before that is complete, and then some time before we go to a printed version- if at all. But you can always view the current working copy of the Training Manual on-line. If you want the convenience of a printed copy, download the pdf version off the RAANZ website and print it out.

**CHIFTA and Passenger Warning stickers**

Among the things your aircraft must have is a Passenger Warning placard.

And its also useful to have the CHIFTA checks placarded in case you forget (how could you!).

We have just reprinted these as waterproof stickers, available free of charge.

I will start including them with any mailouts, certificates, etc, and to all IAs, but if you need some any time, let me know.

**RAANZ mailing address**

Still getting CMV and Inspection forms being returned to the old address as printed on those forms. I will also make sure each page is stamped with the new address on all future issues. Instructors and IAs- please note the new address on the pad so you don't forget-

# PO Box 15-016, Dinsdale, Hamilton.

## Editors Choice

**Winners - Prize is a RAANZ Cap of the latest style**

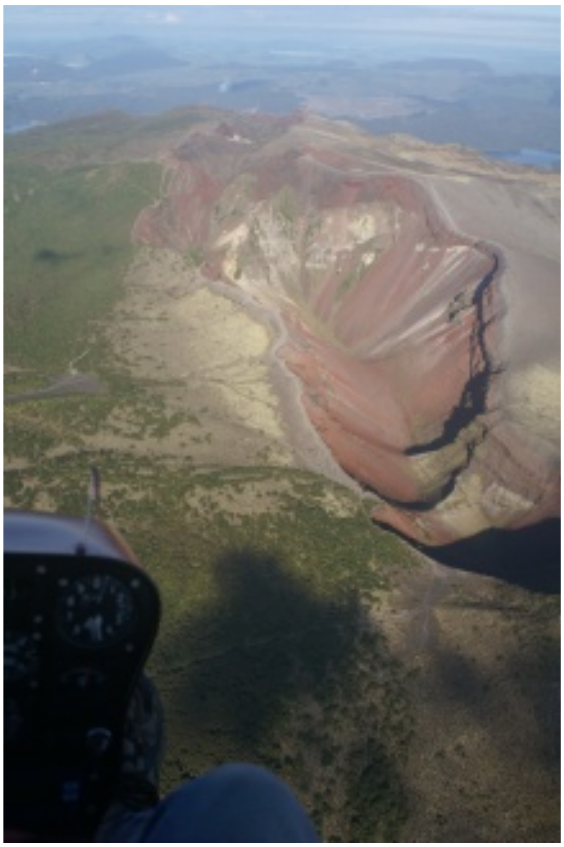
**Hugh Mclachlan, Rob Peck and Michael Norton for their accounts of easter adventures**

# Kawerau Fly-in and Training Camp - Michael Norton


**Easter weekend saw a convergence of gyros at Kawerau airfield. The weather co-operated perfectly and much flying and training ensued.**

**After Dannevirke, Garry Belton and I had discussed several times where best to try and bring our scattered students back together for another round of training. Brett Oswald and Jim McEwen both suggested Kawerau. This airfield is privately operated for corporate use by Norske Skog who own the Kawerau Paper Mill. Brett fortuitously works at the Mill and arranged permission for our event to take place. And what an ideal airstrip for training. 1000m long, quite wide and adequately smooth. It is easily possible to accomplish multiple hops from one end to the other.**

**The event was planned to have a bias on training and all our current North Island students were invited. Only Bob Lye (overseas) and Steve Newton (girlfriend / mother-in-law commitments) couldn't make it but I'm sure Steve enjoyed himself anyway. That left Brett Oswald and Ian Hardie from Whakatane, as well as Geoff Woodward, Dudley Welcome and Dave Campbell-Morrison from Auckland who all attended and made good progress with their training. Dudley, Brett and Geoff all brought their own single place machines, as did Dave except his was a fixed wing.**



**Garry, Dudley and Geoff got things underway on the Tuesday prior to Easter. I had to wait until Thursday to escape the bonds of employment. I'd spent time the previous weekend getting RAQ ready for a workout and planned to leave at first light on Thursday morning. Except it rained. A phone call to Garry confirmed the weather was clear at Kawerau and the weather briefing from the IFIS (internet flight information service) looked favourable with light winds forecast. Eventually the rain stopped and with clear skies in the direction of Matamata, I headed off. Time 1000. With four hours of fuel on board I gave Garry a SAR time of 1330. Planned route was from Home to Matamata, cross the Kaimais where the road is, cut between Rotorua and Tauranga control zones, then aim for Kawerau or Whakatane first if the country looked too rough.**

**Wind was negligable until crossing the Kaimai's when I was surprised to note a 100mph GPS groundspeed compared with my steady 60mph airspeed. Smooth air as well. Yahoo, this isn't going**

**to take long. Though I did proceed with an extra degree of caution and awareness. Tauranga's ATIS was reporting 10kts and as I got further away from the hills the windspeed gradually decreased. Good while it lasted though and it did save me quite a bit of time. Just on the two hour mark, Kawerau airstrip appeared beneath me and I landed in perfect time for a hot lunch served up by Geoff from his motorhome / restaurant. Thanks Geoff.**

**After lunch we started on our schedule of dual training exercises which continued throughout the weekend. Our approach has been to begin students with dual (rear seat) in the Dominator for introductory and effect of controls, as well as getting the hang of climbing, descending and turns. Once this is happening without any overcontrolling, I swap places and the student gets to sample the view from the front seat. After a short trip somewhere and a few circuits to get the feel of things we then essentially revert to the Bensen syllabus - which is well explained by Craig Wall on page 9. Especially for the students with their own single place machines, this means they can follow along a couple of lessons behind in their own aircraft. While I took the dual flights, Garry supervised the others progressing from the ground.**

**We had a couple of fixed wing visitors on Saturday as well as Jim McEwen who flew his Dominator down from Tauranga. Dudley's wife, son and grandson arrived from Ardmore, as did Dave Campbell-Morrison in his diminutive Corby Starlet. Philip (Dudley's son) was keen for an intro flight to see what his Dad was on about and quite enjoyed his experience. As did one of Brett's friends who Garry took up for a fly that extended out to a whole hours worth.**

**On Saturday afternoon I drove to Whakatane to visit Dad's cousin Don. Don is 79 and came back to the strip later in the day for a look and a ride. I gave him the usual briefing and explained there was no problem to come back in and land if he didn't like it or felt uneasy once at altitude. When we were in the circuit I asked Don if there was anywhere he would like to go. He replied "I'd quite like to fly round Mount Edgecumbe". That seemed fairly adventurous to me so I asked him if he also wanted to fly right over the top of it. Answer "yes that would be good." And we did, then around it three times on the descent back down from 3500 feet. That was one of the highlights of my weekend.**

**Everyone packed up and left on Saturday afternoon and with no-one camped at the field for security, I flew RAQ to Whakatane and put it to bed in the microlight club hanger which Brett had arranged for us to use. Then I stayed the night with Brett and family again. Thanks heaps for the great accommodation and meals.**

**On Sunday morning Brett and I did a session of low flying in the LFZ up the beach then re-fueled at Whakatane for the trip home in the afternoon. Speaking of fuel, the account came to more than $500 worth for four days. Damn the Arabs, and the Americans.**

**An uneventful trip home was next followed by a days maintenance catching up on cleaning, lubrication and corrosion proofing. Now I can't wait to do it all again.**

# South Canterbury Microlight Club
# Richard Pearse Easter Rally
# Woodbury Easter 2007
# Start thinking about it

## Take care with unattended radio frequencies.

**We recently received feedback from Murray Fowler of CAA of congested and casual use of the Canterbury Area frequency during a busy weekend. This is a problem that can occur in may parts of the country and it is timely to consider some key points about using VHF.**

**Pilots need to use a businesslike and concise manner during radio transmissions.**

**The voice and manner that you put over the airwaves directly effects how other pilots perceive you as a communicator and as an aviator.**

**Good practice by one pilot will lift the standard of others. The reverse is also true.**

**Almost all unattended frequencies are shared between multiple airfields and the areas around them.**

**VHF transmission will be received for a long distance from the originating aircraft, depending on its height and local terrain.**

**There are chat frequencies available for aircraft to aircraft transmission.**

**Do not use a casual conversation technique.**

**Use the correct techniques and phraseology as other aircraft will find these transmissions more predictable.**

**Use call signs. If its worth saying take ownership of the transmission.**

**All users of VHF radios being used by aircraft need to have passed a FRTO exam or be under the supervision of**

**The RAANZ Training Manual is undergoing review and update. You can find the manual on raanz.org.nz under the heading Training Manual.**

## From the President

Ian Sinclair

**It is wonderful to be publishing a magazine that has such a large number of contributions from members about their adventures. I am grateful to everyone who chose to share their experience. The next magazine is just around the corner so if you a have a story to tell and you would like to share it please send it in. If you are a keen photographer then photos are always welcome. Do you guys that fly faster machines every go anywhere that is worth writing about? Haven't seen too many stories about hot ships lately. Tells us how much fun you are having.**

## 406 Locator Beacons

**CAA has a NPRM out that proposes a rule to make 406 MHZ Emergency Locator Beacons mandatory for all aircraft and specifically for microlights that travel more than 10nm from takeoff. Currently microlights are not required to carry an ELT. In the proposal the beacons used may be personal types worn by the pilot rather than types fitted to the aircraft. The safety and speed of assistance promised by 406 beacons should mean a considerable improvement in SAR accuracy and efficiency of assistance delivered should the worst happen.**
**RAANZ encourages all pilots to use appropriate safety equipment and there is no doubt that many pilots will choose to purchase 406 beacons whether it is law or not. The price of these units will drop considerably over time especially for the personal beacons which will be used by millions of people in every day life.**
**The executive is going to forward a submission that requests that the 10nm be extended out to 50nm and that aircraft travelling in groups may provide their own flight following. The purpose of this submission is to leave a choice for low performance machines.**
**The argument to change the current microlight exemption to mandatory is based on the premise that microlights are now faster than before and are undertaking longer cross country flights and it will only be a matter of time before a microlight aircraft is involved in a SAR operation. To date no SAR operations have involved a microlight aircraft.**

## IA Resource CD and IA seminars

**Anton has produced a CD for IA's that puts useful information in one resource. He has demonstrated this to the executive and will be introducing it to IA's in the upcoming seminars. I am really impressed by the result he has achieved and I am sure that IA's will find this to be of genuine use. See the following article for more information.**

## RAANZ National Flyin

**A big thanks to the team at the CRAC in Rangiora. The weather on the weekend was actually better than expected and there was a lot of flying done. See photos elsewhere and on the back cover.**

## RAANZ AGM

**Not long to go now until the AGM. Have you thought about becoming involved in the National Executive. If you are an active pilot and have had some experience helping to run your local club or other similar club then you should think about this. If you are interested and would like to find out more contact one of the executive and they will happily answer your questions. There is a list of contact details on page 3 and also on the website**

## RNZAC Conference

**I was asked to attend the recent RNZAC conference and talk to the delegates about microlights. I used the time to outline the broad history of microlighting and the machines we fly. It was useful to be able to put a point of view to another branch of aviation and they were very receptive.**

## Upcoming IA Seminars

It has taken some time but I finally put together an Inspection Authority (IA) resource. This is heavily based on FAA AC43-13.1b ACCEPTABLE METHODS, TECHNIQUES, AND PRACTICESçAIRCRAFT INSPECTION AND REPAIR.

This is compiled on a CD in webpage format, it is further broken down into chapters or web pages for each section, e.g. fabric, wooden structures, metal etc. There is a huge amount of information in this project and should help IA's to make more qualified decisions and advise. It will also help any pilot or owner in the maintenance of their own aircraft.

We are planning a series of 4 seminars two in the South Island and two in the North Island, these will be to present and explain how to use the resource and to apply it to some sample aircraft. We will issue all IA's a copy free of charge and to any other pilot on request, so please put the dates below in your calendar and do your up most to make it to one nearest you.

**Rangiora 29 July, Mossburn 30 July, Fielding TBA, Hamilton TBA. Letters will be sent to IA's**

## Corrosion.

Corrosion is a fact of life with anything made from metal or metal alloys. Aircraft are certainly not exempt from this problem. Corrosion can manifest itself in many forms and it can be caused or precipitated by many means but it is always a chemical or electrochemical reaction which converts the metal back to a metallic compound.

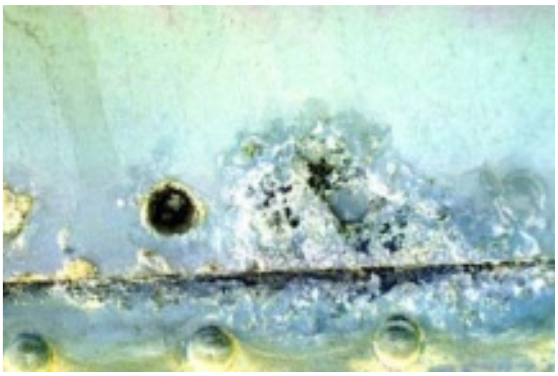
Most metals on an aircraft are ether an alloy of steel or aluminium; these are made up of various metals added to a base metal (iron or aluminium). The alloying elements form grains within the metal which when exposed to water or other electrolytes cause small electric currents to flow through the metal. It is this action which converts the metal into a compound, we see it as corrosion.

Micro-organisms such as fungi and bacteria growing on the surfaces of an aircraft can hold water and so precipitate the corrosion process; they can also release acids which can also help with the corrosion process.

Exhaust gases also contain many salts which when combined with water will form electrolytes capable of starting corrosion.

Once corrosion has started the salts formed will attract moisture which will help the corrosion to continue.

The various types of corrosion are as follows:



**General surface corrosion** is the most common form of corrosion and is the general dulling and then roughening and frosting of the surface.

**Pitting corrosion** is very destructive and is seen mostly on anodised aluminium components but can occur I any metal. It appears as a powdery dust over the affected areas which can form damage completely out of proportion to its surface appearance.

**Concentration cell corrosion** or crevice corrosion can occur in metal joins and lap joins. There are several types of concentration cell but the general process started when water is trapped in the joint, this can lead to oxygen deprivation in the joint so causing a potential difference which can cause the joint to corrode from the inside out.

**Active passive cells** occur when there is a passive film covering the metal (e.g. anodising) salts on the surface start the corrosion and then once the surface has been broken the metal beneath form part of the cell.

**Filiform corrosion** is another type of concentration cell which forms below an organic layer (e.g. paint) it is characterised by worm like trails which never cross on steel but do on aluminium which makes the damage deeper. Filiform corrosion occurs when the humidity is between 78%-90% and the surface is slightly acidic.

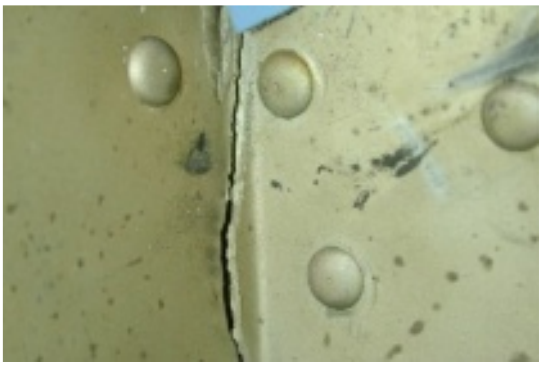
**Intergranular corrosion** is an attack on the grain boundaries within the metal.

Exfoliation corrosion is an advanced form of intergranular corrosion and shows itself by lifting of the surface grains.

**Galvanic corrosion** occurs when dissimilar metals make contact in the presence of an electrolyte; it can be

recognised by a build up of corrosion at the joint.

**Stress corrosion cracking** involves constant cyclic stress acting in conjunction with a damaging chemical environment. The stress in the metal maybe from manufacture, or from some fitting or fixing like a rivet or bolt.



**Fatigue corrosion** involves cyclic stress and a corrosive environment. The stress starts the corrosion which weakens the metal allowing cracks to form and so further precipitating the corrosion. The affected part can have its strength reduced dramatically.

**Fretting corrosion, wear corrosion or friction corrosion** can occur at the interface of two surfaces which are not supposed to rub on each other. This can be caused by vibrations which wear off the protective layer and then make fine particles which are in turn attacked by oxygen from the air. The formed oxides can form abrasive substances which help to weaken and stress the affected area.

It can be seen that by keeping your aircraft clean and dry corrosion can be reduced. Surface protection needs to be maintained and any apparent corrosion treated appropriately before permanent damage occurs. Exhaust trails should be washed of and any dirt or mud removed as soon as possible. Battery compartments need to be checked and cleaned if there is any sign of corrosion on the leads. A baking soda solution can be used to neutralize any acid spilled this will also need to be washed away with fresh water.

When removing corrosion there are several do's and don'ts which must be adhered to.

**Do not** mix cleaning gear with different types of metal as they will contaminate the surface causing corrosion to return more quickly.

**Aluminium:**

Steel wool, emery cloth, steel wire brushes (except stainless steel brush) copper alloy brushes, rotary wire brushes or severe abrasive materials should **not be used** on any aluminium surface.

**Only use** aluminium oxide paper on aluminium 150 grit or finer, finish with 400 grit. Stainless wool and pumice powder can also be used. There are other acidic products which can be used to remove corrosion but they must be used properly and removed properly when finished. Further information can be accessed from AC43-13.1B.

When the surface has had all the corrosion removed it is to be cleaned and have a conversion coating (Alodine or similar) applied immediately and a primer applied once dry.

**Steel:**

High strength steel needs to be treated with care; use mild abrasive mats cloths and papers such as fine grit aluminium oxide metallic wool or fine buffing compounds.

**Do not** use power tools due to the possibility of overheating and scouring that may occur and so weaken the part.

**Do not** use chemicals especially phosphoric acid on high strength steel as it can cause hydrogen embrittlement, it would then need to be re heat treated.

Steel surfaces are highly reactive after cleaning and need to be primed within one hour.

It is also interesting to note that there are two basic types of plating systems, those that have a far greater resistance to corrosion than the part they cover, e.g. chrome and nickel, and those which offer a sacrificial layer e.g. cadmium and zinc.

When the surface of chrome is broken the affected part will no longer be protected and will need some form of treatment where as cadmium and zinc sacrifice themselves before the main part, they still offer protection after the plating has been compromised. For this reason bolts which look motley should not be worked on, only the lightest clean is required, if they are totally corroded then they are to be replaced.

**This article is 100% taken from FAA AC43-13.1B which forms the backbone of the Tech Project/Resource to be unveiled at the oncoming IA seminars. This is the type of information contained within the AC on every subject pertinent to small light aircraft.**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