

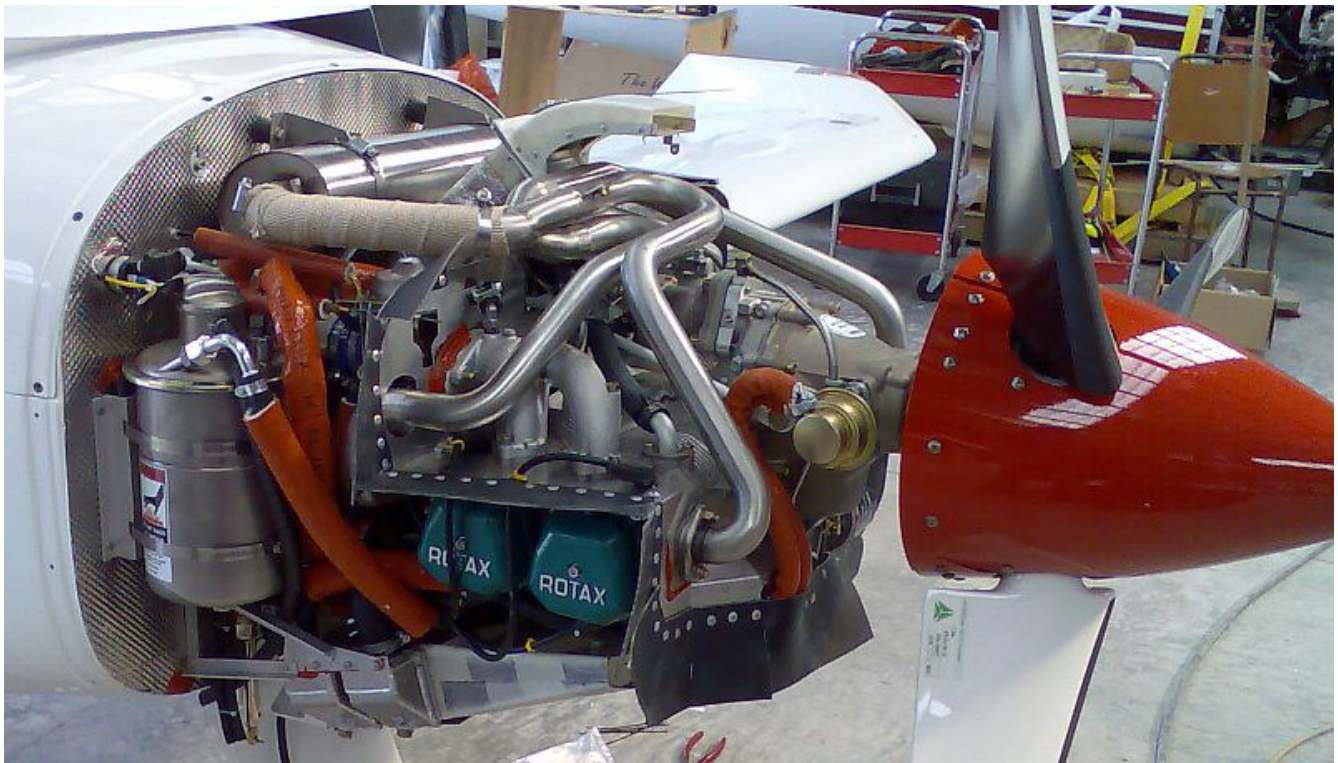
PARAKAI AIRFIELD

Parakai Airfield Ltd
76 Green Road
Parakai

Ph: (09)420-8010
Fax: (09) 420-8425
Info@parakaiairfield.co.nz
www.parakaiairfield.co.nz

Parakai Airfield Newsletter: January 2010

Temporary Runway Closure: The final sealing coats on the runway are scheduled to be applied next Thursday, 21st January. These things are often delayed for a day or so depending on the contractor's other jobs, weather etc... so check the website (above) or notams for up to the minute information before flying on or out.



Rotax 912 Engines, life extended to 2000 hours: Great news for the many of us who fly with a Rotax 912 engine, the Time Before Overhaul (TBO) for most 912s has been extended from 1500 hours to 2000 hours.

In a way this is no surprise, as the Rotax 4 strokes have proved to be very reliable... none of us at Parakai are aware of any which have failed in flight and they almost all went to the previous 1500 hours TBO with all their vital signs still looking good.

The extension of time is dependent on specific checks being done, according to serial number series of the motor. Click on http://www.rotax-owner.com/SI_TB_Info/ServiceB/SB-912-057-UL.pdf to see the various serial numbers and conditions of extension. If you would like assistance Leading Edge Aviation are able to see if an engine qualifies and do any checks needed for the extension, phone Bryn Lockie 021 681 900 or click on <http://parakaiairfield.co.nz/LeadingEdge.htm>

Pilot Shop at North Shore: We got it wrong... the Pilot Shop at North Shore Airfield is NOT closing. It seems we misunderstood a stock clearance. Our apologies to the North Shore Aero Club !

Parakai Aviation Club meeting & BBQ: 2pm Sunday 24th Jan. *“Hi all, We are holding a meeting on the Sunday 24th January at 2pm to tie up a some loose ends and sort out anything that needs to be attended before the big day [Parakai Fly-in Sat 27th Feb]. General members are invited if you wish to take part or help on the day. We will also have a bbq and a couple of tinnies after the meeting (for personal who are not flyin). BYO you drinks. See you then, Vern*

Tecnam 1200 hour Service: Parakai Flying School’s Tecnam, ZK-CDL recently reached 1200 hours of flight and it was time for the major service, wings and tail taken off for a close inspection.



Tecnam ZK-CDL during 1200 hour service. Engineers Mike Orange and Bryn Lockie are following each line of rivets looking for anything unusual and will use the 'dentists mirror' with a torch to examine the spars and bolts inside. Any rivet showing any signs of working will be replaced.

It is quite reassuring for a pilot to see how the servicing is carried out, and the standard of care that is applied to aircraft... the engineers might not care whether the aircraft looks pretty but they do take

considerable care of the critical components.

Each 50 hour inspection involves an oil change (with the filter cut open and the mat pulled out and examined visually and with a magnet for the amount and type of metal flakes), an airframe inspection to extra-thorough pre-flight standard, and new set of spark plugs is installed. 50 hours might seem a short life for spark plugs and of course they would go on for a long time as they do in a car, but they are a critical component. Harvey comments that one time he dropped a new spark plug, then picked it up to be told by Bryn, "Bin it". "But it's not damaged." "Might have cracked the insulator, you drop it you bin it, end of story."

At 100 hours it is the above plus a compression test, pulling out the inspection hatches, cabin linings and examination of all cables, push rods and control joints etc. It takes most of a day to properly work through the list of inspections on a Tecnam for the 100 hour service.

More items are added to the list at 200 hours and 600 hours, plus at the five year point the rubber fuel / oil / water hoses are replaced.

The biggest service is every 1200 hours, and involves removing the wings, tail and undercarriage and examining the attachment points, and the critical bolts are inspected for any signs of wear or aging.

All this might seem a little excessive when one considers that cars just run forever with far less care, and hardly ever break down. But when crossing Cook Strait in winter with wild water below it's nice to know that the spark plugs are all quite new. And when being hammered in turbulence its reassuring to know that the 'Jesus Bolts' are the good crack tested ones rather than just out of the box at the local hardware... 99.9% of which would be fine, but the other 0.1%?



Collecting Life Rafts for a Tasman crossing: Cessna ZK-DXO and Tecnam ZK-TEB flew into Parakai recently to pick up two life rafts from Lloyd Klee of www.aviationsafety.co.nz. Lloyd is based near Parakai and amongst other things, hires out life rafts for ocean crossings... presumably "you use it you buy it", and would be very grateful for the opportunity to do so if the need arises.

ZK-DXO was preparing to fly to Australia escorting the microlight ZK-SAY which was being delivered from Hamilton to Oz. Going to Australia by way of Norfolk Island and Lord Howe Island, then to the Australian mainland near Brisbane, cuts the longest leg down to around 600 miles, 5 1/2 hours or so per leg for those two aircraft. The Tecnam ZK-TEB wasn't part of the ocean trip (though it is capable with an additional tank), but just came along to Parakai for the ride.



Cessna ZK—DXO and low wing Tecnam 'Golf' ZK—TEB

Sullenberger landing: Cliff McChesney of the Northern Aviation Adventure group sends this link and says: *“This is a must watch if you have not already seen it. Phenomenal: Sullenberger Flight Simulation.”*
Click on below, Or copy and paste

http://www.youtube.com/watch_popup?v=tE_5eiYn0D0#t=109

The video clip has the Pilot Intercom and Air Traffic comments, including the classic “Any Ideas?” from Sullenberger to his co-pilot when the river was looking like the only choice. Very professionally handled and of course a great result.

Low Cloud, Drizzle, Poor Visibility:

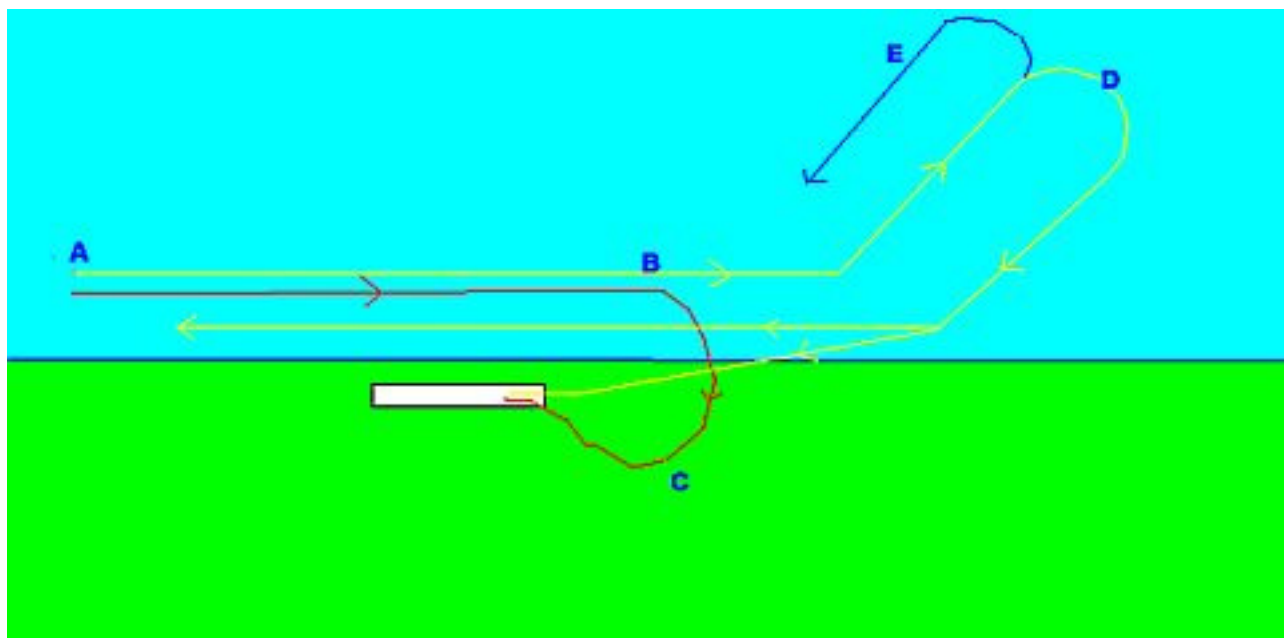
We all try to avoid it, but if you do enough cross-country flying the day will come when you find yourself on a coastline under lowering cloud, in poor visibility, and starting to run out of options... and thinking that you should have taken up lawn bowls instead of flying.

Under these conditions you often need to turn around and go back. But just cranking it over into a normal turn can leave you a mile or so out at sea, in sight of the waves below, but perhaps out of sight of the coast and not knowing exactly where the coastline is... basically lost at sea which adds an extra layer of stress to what was already a difficult situation. Sure the coastline might be generally be North-South, but parts of it will be far from that so just

'heading East' or whatever might not be good enough, and you certainly won't have time or mental capacity available to plot a compass course on the map.

This situation is easily avoided by being confident with 'Reversal Turns'. They're part of the pilot training, but when I'm doing Biennial Flight Reviews (BFRs), it is surprising how often I find that the pilot has not practiced a reversal turn for a long time. And when you need one, you really do need it to do it well and without using up any more of your diminishing supply of mental energy.

The standard Coastal Reversal Turn is to turn 45 degrees away from the coast onto a Direction Indicator or Compass heading for 20 seconds or so, and come back on the reciprocal so the shoreline arrives at 45 degrees allowing for a gentle turn to complete the reversal. This is Yellow line A – B – D which allows you to keep the coastline in sight all the way. However, if you do lose sight of the coast then turning the other way to 'E' is better in case the wind has pushed you unexpectedly close to the invisible coastline.



Another time when it is necessary to use a reversal turn is when landing at an airfield just back from the beach (like Kaikoura or Wanganui). If you are approaching along the coast at low level under cloud in poor visibility and the wind is behind you you'll find yourself on a low level downwind leg as you go past the airfield. Being keen to get it down on the ground it is tempting to just turn base at 'B' but if you are right in close on downwind leg at low level then you'll overshoot inland to 'C' or possibly a lot further if the wind is blowing onto the shore. Being low and close the scale of everything is reduced, but the aircraft's turning circle stays the same. Which is no problem if the land is flat behind the airfield but not so good if there are hills there, and you do have to strongly resist the urge to steepen up the turn at low speed with a tail wind. You might be keen to get onto the ground a.s.a.p., but not by stalling onto it from 100ft.

A good solution is to go past the airfield and do a reversal turn out to sea (with radio calls in case some other aviator is also looking for a refuge), and join on a short final on the way back

when being low and slow is no problem. A – B – D again. You will also have had a chance to have a good look at the terrain on late final, as you go past on the way out. Much easier on the nerves than the red track.

The time to think this all through is sitting in front of your computer, or going for a flight with an instructor on a good day to practice... not at 500ft in drizzle on the Awakino coast.

If you have to do this for real some day, then when all the heat of battle is over congratulate yourself for a skillful performance under pressure... and also consider whether you might have been pushing it a bit to get into a situation that required all your skill to recover from. Being human we make mistakes, and Fate is usually kind enough to grant each of us a few errors of judgment... but only a few and you don't want to use up your personal allowance.

Email Housekeeping:

Flying Clubs are welcome to use lift out part, or all, of these newsletters for their own publications.

- To be added to our email list for these newsletters, email to info@ParakaiAirfield.co.nz with a subject line of 'subscribe' and your email address.
- To be deleted reply with 'delete' in the subject line.

Our web site: www.ParakaiAirfield.co.nz

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