



What's new on the RAANZ website

[Papers for AGM2016](#)

Presidents Piece.

Rodger Ward/RAANZ Pres

I hope the longer days are enabling you to get out and some recreational aviating. I certainly am enjoying doing a little more and spending time at the airfield.

Some of you may recall a few months ago some micro maintenance seminars were held around the country. We received feedback from members and non members regarding some of the accident/incident data that was presented. We thank those people that contacted us. Without appropriate feedback or evaluation any system is basically useless.

Some of those statistics had us a little puzzled and worried. We have been and are still working with CAA on the issue of accurate data. There are some gaps in capturing, processing and publishing accurate data and we are working to ensure that any statistics published reflect the true performance of our sport. We are confident the performance of our sport is something we can be proud of- thanks to all of you out in the field.

Part of my job with Airways has been involved in facilitating Human Factors Courses. My emphasis during these courses is on Information Processing. Everything we do is based on receiving pieces of information from the environment and acting or not acting as a result. Quite often we just do not receive the bits of information. You have probably seen the clip of the Gorilla walking across the basketball court and you just don't see it because you are busy counting the number of times one team passes the ball.

There are quite a number of biases that severely restrict our ability to gather information. One I have observed quite often is continuation or entrapment bias. This is where one ignores mounting clues or warnings and continues with a plan of action that is not working. Always leave yourself enough mental capacity to be able to rationally evaluate all the bits of information that are coming your way.

I have visited New York quite a few times, so when Sully landed the A320 in the Hudson I became quite interested. If you do get a chance go and see the movie that has recently been released. It has been very professionally done. We are not just robots painting by numbers but have the ability to think outside the square when it does matter. Start filling that toolbox with as many tools as you can and practise them often. Think about the 'what ifs'.

Look forward to seeing many of you in Stratford for the AGM on the 26 of November.

More than 600 km/h in Speed Skydiving



Congratulations to Sweden's Henrik Raimer who broke through the 600 km/h mark in Speed Skydiving at the 2016 FAI World Parachuting Championships – Mondial in Chicago, USA, on 13 September. He hit an impressive 601.26 km/h in free-fall. Once ratified that will smash the current FAI World Record, which was set at 533.02km/h by Mario Wiederkehr in 2015 at the FAI World Air Games Dubai 2015. When you consider that a peregrine falcon when diving for prey only reaches about 320 km/h you realise just how fast this is!

North Cape trip

Willie Morton

The sunny north was honoured to welcome the flying elite from Rangiora. Willie joined the group to round North Cape, a 90 mile beach landing and a stop at Kaitaia for fuel and a natter. Both Kerikeri and Kaitaia airports were abuzz with the activity.



Take-off Performance on Sloped Runways

Parakai/West Auckland airfield newsletter

Subscriber Question from 'Pilots Tip of the Week' webpage:

When taking off from a sloped runway, which factor has a more significant effect on take-off performance - runway slope or the wind?

Answer from 'Pilot's Tip of the Week':

The adjustment factors used by at least one manufacturer are as follows:

Considering winds for take-off-

- **subtract 10% ground roll for each 12 knots of headwind**
- **add 10% ground roll for each 2 knots of tailwind up to 10 knots.**

From this, you can see that tailwinds are evil. They hurt way more than headwinds help.

Now, considering runway slope on take-off -

- **an up-slope of 1% causes a 22% increase in ground roll at sea level,**
- **a 1% down slope only decreases the ground roll by 7%.**

Here again, the up-slope hurts a lot more than the down-slope helps.

So given these figures, let's look at a problem wherein we could either take off into the wind with a 1% up-slope or downwind and a 1% down-slope

We learned that the up-slope will cost us a 22% increase in ground roll and if we have a 6 knot head wind, we should get about 5% of that back for a total increase in our ground roll of 17%.

If we choose to take off downwind and down-slope, we will get a decrease of 7% due to the slope, but an increase of 30% due to the tailwind. So we have a total penalty of 23%.

In this example, the up-slope take-off into the wind is the better choice from a ground roll standpoint. However, these calculations only consider the ground roll portion of the take-off. If there is an obstacle involved, then another calculation is needed and the effect of the wind reconsidered. Also, don't forget that the condition of the runway and the aircraft can have a significant effect on the take-off performance.

Remember, these numbers are for one type of general aviation aircraft and may not be applicable to any other aircraft. Always use the data from your POH and apply it very conservatively.

Harvey Lockie comments:

With a sloping runway, in some conditions a landing is possible but not a take-off (or the other way around). Before landing consider whether you'll be able to get off again... else you might have to wait on the ground for a long time waiting for a wind change.

If the wind is blowing downhill then it is going to be easy to land with both wind and slope assisting you to stop. But what then? On leaving you will have to choose between taking off uphill, which is usually not possible if the slope is much more than 1%. Or downwind, which needs careful thought before you start your take-off run, lest you get an unacceptably close look at the

fence at the end. Just to make it interesting, braking will be poor when running down a sloping grass runway, and there can be unpredictable downdraughts on the lee side of a hill.

Personally I'm happier landing uphill with a tail wind. Unless it is very strong there is no problem stopping up a slope and the take-off is easy downhill and into a steady rising airflow.

For an uphill landing you do have to commit to the landing from some distance out, as most aircraft can't out climb a slope, but you can have several low approaches at gradually reducing height to be happy with the conditions before going for the landing. Before doing a sloping landing for the first time, have some practice with an instructor to make sure all the factors are understood.

RAANZ AGM 2016

RAANZ AGM 2016
Stratford Aero Club Sport Flyers clubrooms
Stratford Airfield
Saturday November 26
1100-1400 (approx)
check the [RAANZ website](#) for info/papers/updates

Clubs-

- Have you considered **nominating a member** to serve on the Exec committee?
- Have you considered your **response to the remit** below?
- Have you sent any **remits for consideration** at the AGM?
- Have you nominated a **proxy to represent your club** at the AGM?
- **Grab a bunch of pilots and planes** and make a day (or two) of it.

Remit for AGM: Proposed amendments to Constitution

The Exec offer the following amendments for consideration and voting at the upcoming AGM. Please consider within your club, ready to discuss and vote on at the AGM.

Clause 7.3

From

7.3 Application for membership shall be considered by the Executive Committee and each applicant shall be notified whether or not the application made has been accepted.

To

7.3 Application for membership may be reviewed by the Executive Committee and the

applicant shall be notified if their application is declined.

Discussion

Wording changed to reflect the way applications are processed. Most applications are processed by Admin and flow straight through to approval- if the CMV, FPP, medical are all kosher and signed off by one of our Instructors then all good. Very few applications get more serious consideration- perhaps because of a questionable FPP or a known history/baggage associated with the applicant. These get referred to the Exec for consideration.

Section 30

From

30.1 All members of the Society are required to comply with and promote the rules of the Society, the rules and procedures set out in the Society's "Policy and Procedures Manual" and any other official documents published by the Society. A member who fails to comply with the prescribed practices shall be deemed to be not acting in the interest of the society.

30. If at any time the Executive Committee shall be of the opinion that the interests of the Society so require they may by letter invite any member to resign from the Society within a time specified in such letter.

30.3 In default of this resignation the question of the member's expulsion shall be submitted to a Special General Meeting to be held within six weeks after the date specified in such letter as the date before which the member shall have been invited to resign.

30.4 Any member whose expulsion is sought shall have notice of such meeting and of the grounds on which it is sought to effect the expulsion. At such meeting the member whose expulsion is under consideration shall be allowed to offer an explanation of his or her conduct verbally or in writing.

30.5 If two-thirds of the members present shall vote for his or her expulsion he or she shall thereupon cease to be a member of the Society. The voting at any Special General Meeting shall be by ballot if not less than five members present shall so demand. It shall be in the power of the Executive Committee to suspend such member from attendance at events and meetings of the Society until such Special General Meeting shall be held.

To

30.1 All members of the Society are required to comply with and promote the rules of the Society, the rules and procedures set out in the Society's "Policy and Procedures Manual", the Civil Aviation Rules, and any other official documents published by the Society. A member who fails to comply with the prescribed practices may be deemed to be acting contrary to the interest of the society.

30.2 The Committee may require such member, after due notice having been given, to attend before it and to answer such actions. The committee may, upon reasonable consideration of the evidence given, decide to suspend or expel such member. Consequently that member's right to hold a RAANZ issued flight certificate will be either suspended or rescinded. Any such decision will be binding and CAA will be advised accordingly.

Discussion

Want to simplify the process while retaining three important factors- **natural justice** (time and opportunity to defend their case); **executive responsibility** (it is not a popular vote issue); and **teeth** (the validity of a pilot certificate depends on current membership). We have not yet had to use these powers, but they are necessary in any organisation to protect and enforce standards if required.

NZ Pilot Survey



Hello Aviator!

Navigatus is currently conducting research into some of the challenges faced by pilots while flying in New Zealand.

We have developed a short survey to allow pilots to share their experiences. All participants can enter a draw to win a \$250 voucher for the Downunder Pilot Shop NZ.

Whether you are a student preparing for your first solo, an experienced commercial pilot, or a passionate weekend warrior, you will have a unique perspective formed by your experience in the skies.

The last day to participate is Tuesday October 25th 2016, and the prize winner will be drawn at the end of October.

Survey Link: <http://www.surveygizmo.com/s3/3034548/NZ-Pilot-Survey>

Thank you for your time, and good luck!

Kind regards,

Navigatus Consulting Ltd

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Scan to begin the survey:



Membership changes

Paul Baines	South Canterbury Microlight Club	Senior Flight Instructor	Upgrade
David MacPherson	Whangarei Flying Club	Intermediate	Upgrade
Kevin Healey	Parakai Aviation Club	Flight Instructor	Upgrade
Lindsay Baird	Southern Recreational Aircraft Club	Advanced National	Upgrade
Clinton Stewart	Feilding Flying Club	Intermediate	Upgrade
John Barrat	Gyrate Flying Club	Novice	FRT0
Richard Wagner	Gyrate Flying Club	Advanced National	Upgrade
Peter Dell	Gyrate Flying Club	Advanced National	Upgrade
Colin Loker	Bay of Plenty Microlight Assn	Advanced Local	Upgrade
Hamish Pulley	Canterbury Recreational Aircraft Club	Advanced National	Upgrade
Tascha Lawry	Canterbury Recreational Aircraft Club	Novice	Joined
Simon Attwood	Gyrate Flying Club	Novice	Joined
Steven DeGrey	Feilding Flying Club	Advanced Local	Upgrade
Jacob Reeves	Canterbury Recreational Aircraft Club	Novice	Joined
Wayne Pierrus	Hawkes Bay and East Coast Aero Club	Novice	Joined