



President's piece

Rodger Ward/RAANZ Pres

This message is tempered somewhat with the recent news of a microlight fatality down south. Again this is a very tragic reminder of the worst case scenario that is associated with our sport. Our condolences and thoughts go to the family and colleagues connected to this event.

Our type of activity is very much under the public- or should I say the media's - eye. They are ready to pounce very hard at very short notice should we give them any opportunity. Our task is to ensure that no opportunity is given. I have said many times that we have one of the best light aircraft operating frameworks in the world and it should be our combined task to ensure it remains so.

We live in an ever changing world. Technology is moving rapidly forward, most of it potentially useful. However all of the very basic principles involved with our sport are all still as valid and important as they always have been. Boeing and Airbus have basically reversed their training-learn to fly the aeroplane first then gradually introduce the whizzy bits. Gravity will win if you relax your guard.

I suggest that all read the latest CAA Vector magazine article on "startle". This deals with how we react or don't when we are confronted with a sudden change in circumstance.

I remember the first time the propeller became an ornament only. There was a distinct gap between saying something rude and the hours of engine failure practice kicking in. Some of us through good training and ongoing practice deal with sudden stuff quite well while some others freeze and are merely a passenger in the aircraft as it does its own thing. The more we practice or rehearse these events the less impact the 'startle' factor will have.

Editor's note: There is a video around of a USAF transport crew who experience an engine failure, shut down the wrong engine, and over a period of a few minutes descend straight and level into terrain. The last 10-20 seconds the crew goes silent, waiting for the inevitable. Startle, wrong response, overwhelm, resignation. It can happen to the best.

- Take the time to practice the stuff that might be needed in a real emergency.
- Talk to an instructor about anything you are remotely unsure about.
- Talk to your instructor or colleagues about the unusual or "what if" situations.

The more technology advances the more reliable our equipment will become. This unfortunately is adding a complacency factor into the equation. This will also lead to adverse events in the future coming completely out of left field or black swan type. Talk about the "what ifs" !!!

Enjoy the winter flying with it's quite often day-long smooth air ☐ ☐ Watch out for the low sun and shorter daylight hours. Keep an eye on the fog !

Safe flying and look after each other.

Revised Airways call-signs

Bill Penman/RAANZ OPS

Recently CAA amended [Advisory Circular AC91-9 & AC172-1 - Radiotelephony Manual](#).

Effect from (25 MAY 17) the call sign for Approach control (procedural or surveillance) is being amended by replacing "CONTROL" with "APPROACH" in line with ICAO.

The changes have been implemented by NOTAM in the interim until the AIP and charts are amended.

Simply, if you wish to utilise CTA for a controlled VFR clearance you should address ATC as follows:

- CTA that uses 124.3Mhz around the AA and WP areas now uses the c/s "AUCKLAND APPROACH"
- CTA that uses 119.5Mhz around the TG, RO and HN areas now uses the c/s "BAY APPROACH"
- CTA that uses 125.1Mhz around the OH, PM and WU area now uses the c/s "OHAKEA APPROACH"
- CTA that uses 122.3Mhz around the WN, PP and BM area now uses the c/s "WELLINGTON APPROACH"
- CTA that uses 120.9Mhz around the CH area now uses the c/s "CHRISTCHURCH APPROACH"

Combined procedural Approach and Tower units such as GS, NR, NP, NS, DN, NV and QN will still use ".....TOWER" as their c/s.

QN Tower will be split into separate Approach and Tower units sometime in the future.

Emergency Airworthiness Directive- Rotax 912 iS

Communications and Safety Promotion Unit/CAA

This is a notification that the following information has been added to the CAA web site, www.caa.govt.nz:

[Emergency Airworthiness Directive: EASA AD 2017-0101-E](#) - effective date 13 Jun 2017

EASA 2017-0101-E with effective date 13 June 2017 is applicable to Rotax 912 iSc2 Sport and Rotax 912 iSc3 Sport engines, all S/N.

The AD is prompted by reports of finding incorrectly installed ignition house sealing plugs. This condition if not corrected, may result in an oil leak, loss of engine lubrication and an in-flight loss of engine power.

This AD requires a one-time inspection and, depending on findings, reseating of the sealing plug. The AD also requires an inspection every time an affected stator assembly or ignition housing is installed on an engine.

BRP-Rotax has issued Alert Service Bulletin (ASB) ASB-912 i-007 which provides inspection instructions for the sealing plugs.

Wanted- RAANZ legal advisor

We are on the lookout for a member with a legal background who would be qualified and available to provide general legal advice to RAANZ from time to time. Mostly occasional incidental stuff, but if something significant was required it would be on a commercial footing.

If you believe you can help out, please [contact RAANZ](#).

Membership changes

Vernon Brabant	Nelson Microlight Club	Advanced National	Upgrade
Richard Bourke	Canterbury Recreational Aircraft Club	Advanced National	Joined
Hugo Handyside	Wairarapa Ruahine Aero Club	Advanced Local	Upgrade
Stephen Pegg	Gyrate Auckland	Senior Flight Instructor	Upgrade
Alister Pringle	Associate	Advanced Local	Upgrade
Robert Johnston	Canterbury Recreational Aircraft Club	Advanced Local	Upgrade
Rod Willis	Gyrate Auckland	Advanced National	Upgrade
Brent Arkell	Wairarapa Ruahine Aero Club	Advanced Local	Joined
Kerry Brown	Feilding Flying Club	Novice	Joined
Lindsay Smith	Gyrate Flying Club	Advanced National	Joined
Vanessa Martin	Canterbury Recreational Aircraft Club	Novice	Joined
Stephen Crowley	Waikato Microlight Club	Novice	Joined
David Taylor	Geraldine Flying Group	Senior Flight Instructor	Joined
Brendan Dirks	Wairarapa Ruahine Aero Club	Advanced National	Joined
Phatcharee (May) Chanata	Canterbury Recreational Aircraft Club	Novice	Joined

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Years

Celebrating Aviation in the Brodie Family 1917 - 2017

Centenary Fly-In
Rangitata Island Aerodrome (NZRI)
8th, 9th & 10th September 2017



Come and be part of our centenary celebrations.

- Saturday & Sunday Fly-In & BBQ Lunch
- Friday Aviation Movie Night at Geraldine Cinema
- Saturday Night Dinner & Entertainment

Registration for Friday & Saturday night activities essential*

For more information contact Ross:

Email: rangitata.airfield1@gmail.com

Phone: 027 869 7205

*Registration not required for attendance at fly-in