



AGM 2017

Mercury Bay Aero Club hangar

Whitianga Airfield

November 25th

- Refreshments from 1000
- AGM from 1100
- Lunch around 1200
- Finish around 1400

Executive committee vacancies

The committee consists of the Senior Persons (CEO, OPS, TECH, ADMIN) plus up to 6 elected members who serve a 3-year term.

All current elected members complete their term this year, so there are **6 vacancies** that can be filled.

Some may stand for re-election, but the opportunity is for others to put their hand up if they wish to contribute.

The requirements for election are: the candidate is a current RAANZ member, a current member of a RAANZ affiliated club, be formally nominated by their club, and present themselves in person or in writing at the AGM- so members know who they are voting for.

The ideal is for a range of exec members representing the spread of clubs across the country, and the spread of types from rag and tube to rocket ships.

Ideally we would like to stagger term completions to 2 per year for continuity, so perhaps some candidates may opt for a shorter term.

Nomination forms will be made available on the website very soon.

Remits

Members and clubs may present remits to the meeting for discussion and voting.

The AGM remits and voting more specifically applies to issues regarding the **RAANZ Constitution**- how the association conducts its business with regard to members and clubs.

But it is also an opportunity to provide some guidance and direction to the executive committee regarding the **RAANZ Exposition**- how we do Part 103 operations under the constraints and requirements of Part 149 in consultation with the Regulator (CAA).

Remit forms will be made available on the website very soon.

Thanks to the MBAC for hosting the AGM- see you there!

Wanted- crash test dummies

Actually, some crash test Instructors.

We have developed an updated online CMV form and process aimed at making it simpler for Instructors to fill in and lodge CMV forms online, and further automate the back-end processing within RAANZ.

We need some Instructors who are already using the existing online CMV facility to beta test and see if they can break the new system before we go live. If you want to help, [let RAANZ know](#).

Recreational Aircraft Assn. of New Zealand (Inc.)		CMV: Certificate & Membership Validation form			
1506992910					
A- Instructor log-in	1399 Stuart Parker				
B- Pilot details	1 crash test dummy				
C- RAANZ services/membership	Expires: 2030-10-01				
D- Flight test assessment	Due: 2020-07-01				
E- Flight certificate & ratings	Medical: 2016-02-12				
Medical expiry	<input type="text" value="12/02/2016"/>	Flight certificate	<input type="text" value="Advanced (National)"/>	Ratings	<input checked="" type="checkbox"/> Passenger rating (Advanced)
Part 61 licence	<input type="text" value="part 61"/>	Microlight types	<input checked="" type="checkbox"/> A- weightshift/trike	<input checked="" type="checkbox"/> FRTO rating	
Total time (all types)	<input type="text" value="1000"/>	<input checked="" type="checkbox"/> B- 3 axis airplane		<input checked="" type="checkbox"/> Tow rating	
Total time (microlights)	<input type="text" value="500"/>	<input checked="" type="checkbox"/> G- gyroplane		<input checked="" type="checkbox"/> Water rating	
Time last 12 months	<input type="text" value="50"/>	<input checked="" type="checkbox"/> H- helicopter		<input checked="" type="checkbox"/> Test pilot rating	
		<input checked="" type="checkbox"/> P- powered chute		Appointments	<input checked="" type="checkbox"/> Authorised Testing Officer
					<input checked="" type="checkbox"/> Inspection Authority
F- Instructor checklist & signoff	LAW NAV MET TECH HF FRTO GYRO PPC				
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Titan T51 Continuing Airworthiness Notice

[Continuing Airworthiness Notice: CAN 25-001](#) - effective 13 Sep 2017

This CAN is prompted by a CAA safety investigation of an accident with a Titan T51 Mustang aircraft. The aircraft experienced an engine power loss on take-off at approximately 250 feet AGL. The aircraft landed heavily resulting in the pilot sustaining fatal injuries due to the high load applied to the shoulder harness and failure of the seatback frame. The seatback frame on these aircraft has two horizontal bars, an upper and a lower bar. Examination of the pilot seat revealed that the shoulder harness was attached to the upper bar of the seatback frame.

According to Titan Aircraft Company the attachment of the shoulder harness to the upper bar of the

seatback frame is not a factory recommended position. To reduce the leverage on the seatback frame the shoulder harness should be attached to the lower bar of the seatback frame. The CAA recommends an inspection of the shoulder harnesses for both the front and rear seats to determine the attachment position of the shoulder harness. If a shoulder harness is found attached to the upper bar, then reposition and attach the harness to the lower bar of the seatback frame.

You may need to 'refresh' your browser to see the latest version.

Communications and Safety Promotion Unit

Civil Aviation Authority of New Zealand

Enigmatic MBN, code name KK-TG

Willie Morton/BOIAC

Wanna come for a flight to Tauranga in MBN?

OK, that be great!

Good, we'll leave at 1700 if that suits.

Yeah that's good. - ahh, let me think about this.... that's five in the afternoon, and Tauranga is two hours away, and its dark at 1800 HELLO?!!! It will dark by the time we get cracking??

"Yeah" said John with a grin.

Can you pick me up in Whangarei?

"OK, I'll be there 1800"

The joining call from MBN came as darkness was falling. The runway lights flickered into life and the red port light of MBN could be seen tracking downwind 24. MBN's green nav light merged flawlessly with the runway side markers. Actual time touch down unknown.

I stowed my little bag, donned the life jacket and strapped myself into the right hand seat. It had been a great number of years since I'd been night flying with this kind of seriousness. I remember it clearly, when I'd picked a fine quiet night for my night cross-country exercise. A task which required me to fly from NZAR to Waiuku NDB, Auckland International for a stop and go, and back to Ardmore via Clevedon. For me, that was full-on, stressful and foreign.

John pulled back on the stick as we left the safety of terra firma and pointed the nose into the blackness. I looked longingly at the night lights of Whangarei as they merged into stars when John banked our aircraft in the left turn to merge with the track to Tauranga, then a gentle right to settle into our heading. I looked forward into emptiness of the Twilight Zone... Oh no, we're lost already!!

As my eyes began to adjust to the darkness I realised that John had settled our aircraft in a gentle climb and was now passing through 1400ft to 3000ft on track. The radio became active as we approached Ruakaka, - an AirNZ link was making an approach to Whangarei and were keen to know our exact position as they were intending to join left base for 24 and we were climbing out into their path. We held our course and after a about 60 seconds, they found us on their TCAS, called a visual on our nav lights and that's the last we heard of any other aircraft for the entire trip.

The Rotax 912 engine hummed its hypnotic rhythm as each minute ticked on by. I stared at the sparse scattering of earth bound night lights below and almost became spellbound as my eyes lost focus. About forty five minutes into our flight the said lights below began to dimmer, flickered off and on..... then went out completely. Jolly power cuts, I exclaimed in thought.

I turned my attention to the instrument panel and let my eyes scan the display; altitude, 3000ft, airspeed 105 knots, heading, 120 degrees, HSI, stable and level, ball centred, engine temperatures and pressures, green. John turned off the landing lights and strobes to eliminate glare and save power. He then proceeded to dial up the Auckland ATIS for current area conditions.... all good.

We continued along on our heading with exacting precision. John made very small control inputs when any correction adjustments to our attitude or course was required. It was his attention to detail that kept our plane stable and right on target. My confidence building, I settled back and actually started to enjoy the flight. The GPS driven map on my panel indicated a direct line to a few miles beyond the Waihi gap for our next turn left to the east coast.

Our journey took us more than a couple of miles seaward off the east coast and mostly parallel to it for most of the way, - a track that gave away no clues as to where we were in the deep eerie darkness; no lights, no roads to follow, no traffic, -except that is, for the dim flood lights of the odd lonely ship plying its trade below, oblivious to the urgent pursuit taking place of the two place flying machine high above.

The air was as smooth as silk as we ate up the Firth of Thames. Inch by inch the Thames town lights became brighter and brighter until we passed overhead only to be unceremoniously plunged back into the void.

A few minutes later in the pitch black, we felt a JOLT! That got my attention but since nothing was said, nothing needed to be done. Then came 30 seconds of rough stuff which called for seriously forceful handling to keep us the right way up. The town lights of Waihi appeared below the horizon ahead just as we were approaching our next waypoint.

The welcoming lights of Tauranga came into view, part of it blanked out by Mt Maunganui confirming our correct position and destination. "Tauranga Tower MBN" MBN, Tauranga Tower go ahead..... MBN continue 1500ft or below, call downwind. Cleared to land, John greased our wheels on to runway 25. A great landing back on to terra firma and a perfect finish an enigmatic flight into another dimension. Dudu,dudu,dudu,dudu.



For sale: Sonex One-X kit

Sonex Aircraft, One X kit number 139.



This is a full kit inclusive of hardware. The project has been started but only in a very limited way, the tail plane and rudder frames have been assembled with clecos but no rivets have been used. There is no engine, prop or instrumentation. Tooling is available if required.

Genuine reason for sale.

All serious offers considered.

Please contact **Craig Keenan** on **027 608 5526** for further information or to inspect.

For sale: ZK-MAM Zenith Zodiac 601XLB



Class 2 Microlight built in Australian distributors workshop from factory supplied kit in 2008. Imported January 2009 reassembled by John Lester. 2010 aircraft was upgraded to the FAA mandated requirements for flight at 600KGs by Solo Wings. 600kg flight certified which means two normal size people can take off with full fuel.

Engine is 6 cylinder 3300 Jabiru which has always been excellent. However, in line with factory ADs engine was rebuilt in 2016 using all the latest parts by Chris Schadler, and is now even better.

Total hours only 235 but it now needs to go as not being used enough. Excellent cruising aircraft easy 110knots. 95 liters of useable fuel.

Very well equipped with Dynon FlightDEK-180 plus traditional flight instruments: Transponder: VHF: GPS etc.

View Whakatane. Offers in region of \$45,000 sought.

Mike Peake 0210711582. m.g.peake@gmail.com

Membership changes

Cherie Sowman	Hawkes Bay and East Coast Aero Club	Advanced National	Upgrade
Bernard Lewis	Parakai Aviation Club	Novice	Joined
Steven DeGrey	Feilding Flying Club	Advanced National	Upgrade
Craig McBride	Wairarapa Ruahine Aero Club	Intermediate	Upgrade
Marco Siebert	Opotiki Aero Club	Intermediate	Upgrade
Vanessa Martin	Canterbury Recreational Aircraft Club	Advanced National	Upgrade
Oliver Grant	Associate		FRT0
Tim Dutton	Associate		FRT0
Christopher Scott	Associate		FRT0
Kieran Gregory	Associate		FRT0
Simon Jones	Associate		FRT0
Keith Walker	Associate		FRT0
Raoul Schipper	Associate		FRT0
Wayne Laker	Associate		FRT0
Martin McTighe	Associate		FRT0
Bevin White	Associate		FRT0
Michael Banks	Associate		FRT0
Amina Arfa	Associate		FRT0
John Guy	Associate		FRT0
Daegal Schmidt	Associate		FRT0
Nathan King	Associate		FRT0
George Xian	Associate		FRT0
Luke Goleman	Canterbury Recreational Aircraft Club	Novice	FRT0
Jamie Campbell	Canterbury Recreational Aircraft Club	Novice	Joined
Peter Neal	Hawkes Bay and East Coast Aero Club	Novice	Joined
Florian Krebs	Associate		FRT0
John Newell	Associate		FRT0
Roald Nanni	Geraldine Flying Group	Flight Instructor	Joined
Richard Laing	Wairarapa Ruahine Aero Club	Novice	Joined
Steven Stokes	Whangarei Flying Club	Novice	Joined
Christopher McGoverne	Associate		IA
Clive Tidball	Canterbury Recreational Aircraft Club	Novice	Joined