



AGM 2017

Mercury Bay Aero Club hangar

Whitianga Airfield

November 25th

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

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

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 are available on the website.

Remits

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

The AGM remits and voting more specifically apply 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 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 are available on the website.

CRAC remit

We have received a remit from CRAC suggesting a significant change to our process of issuing Instructor certificates. The remit is attached to the end of this newsletter and also posted on our website.

Currently a candidate Instructor must be: (1) a current RAANZ/club member; (2) come under the wing of a supervising ATO who assesses the candidate's competency, briefs them on standards and procedures; and supervises their instruction activities; and (3) be formally recommended by their club.

The club recommendation is effectively a 'character reference' to ensure a good fit with the club and their ongoing support, on the basis the club knows the candidate way better than RAANZ does.

It is this third condition CRAC proposes should be dropped.

The current RAANZ Exec view is this process serves us well in helping to avoid 'rogue' or 'lone wolf' instructors who operate outside of the guidance and influence of a club structure, and removing it would make the Instructor appointment process less robust.

Proxies

Our rules require at least 50% of membership to be represented at the AGM, either in person or by proxy. Less than that and no significant business other than routine stuff (reports, etc) can take place.

It is important that a vote on any remit reflects the view of the wider RAANZ membership- we need you to discuss this within your club, come to a decision, and ensure your club's view is represented at the AGM either in person or by giving your proxy and voting direction to someone attending (eg the [President](#)).

Proxy forms are available on the website.

Presidents Piece

Rodger Ward (RAANZ President 0274932943)

Welcome to Spring nearly Summer 2017! It seems the wet wet winter is finally behind us and some lovely aviating weather is saying hello.

I spent a few days in Kaikoura lately and if you ever get the chance grab an aircraft and flyby the area just north of town and have a look at the damage mother nature did with her can opener and hydraulic jacks November last year. I hired a local C172 and a relatively new but very keen and competent C cat instructor as I am not quite Part 61 current to go and have a look. I mentioned to him 1993 was the last time I had flown a C172.

It is amazing how those basic skills that were over-reinforced in my basic training many years ago kicked straight back into place and a lovely flight was had. I have a lot to thank my ab-initio instructors for many years ago.

The damage around Kaikoura makes one realise just how lucky we are to have what we have. Sometimes you don't really appreciate it until there is a risk of losing it. That can be said for the operating framework we have for microlights in NZ. I am a bit of a stuck record on this one but we do have one of the best if not the best system in the world.

I do enjoy being involved with any type of aircraft. As I type this the 1900 A380 departure from Christchurch attracts my attention as it slides by my front lawn not much noisier than the ATR just

before it. It is truly amazing the advances that aviation has made.



Saying that Gravity will always win if you let it and the Airmanship involved in flying the A380 is not a lot different from the Airmanship involved in flying the club Tecnam round the circuit. Both must be treated with the utmost respect.

My term as RAAZ president comes to an end after the Whitianga AGM. It has been a pleasure to have undertaken the role. We have grown as an organisation both in numbers and also in the respect that other members of the aviation community have for us. We have maintained the operating privileges that we have. Thank you all for operating in a responsible manner and looking out for each other at the local level. I intend to remain active within the RAAZ executive.

That popular event on the aviation calendar, the RAAZ National fly-in, for next year has been agreed to be hosted by the Stratford club. Mark 16, 17 and 18 February in your dairies and get that leave sorted.

I'm looking forward to seeing you or your representative at the AGM in Whitianga 25 November.
Fly safe.
Rodger

Emergency Airworthiness Directive- Rotax 912/914 engines

This is a notification that the following information has been added to the CAA web site,

[Emergency Airworthiness Directive - EASA AD 2017-0208](#) - effective 27 Oct 2017

EASA AD 2017-0208 with effective date 27 October 2017 is applicable to Rotax 912 A1, 912 A2, 912 A3 and 912 A4 engines, Rotax 912 F2, 912 F3 and 912 F4 engines, Rotax 912 S2, 912 S3 and 912 S4 engines, Rotax 912 iSc2 Sport and 912 iSc3 Sport engines, and Rotax 914 F2, 914 F3 and 914 F4 engines, all S/N.

The AD is prompted by reports of engine power loss and engine RPM drop on Rotax 912/914 engines in service. It has been determined that due to a quality control deficiency in the manufacturing process of certain valve push-rod assemblies manufactured between 08 June 2016

and 02 October 2017, partial wear on the rocker arm ball socket may occur, which could result in malfunction of the valve train. This condition, if not detected and corrected, may result in a loss of engine power and an emergency landing with possible damage to the aircraft and injury to occupants.

To address this potential unsafe condition, BRP-Rotax has issued Service Bulletin (SB) SB-912 i-008 / SB-912-070 / SB-914-052 (single document).

For the reason described above, this AD requires a one-time inspection and corrective actions, as required. This AD also prohibits installation of affected parts on any engine.

The AD can be obtained from the EASA AD web page at <http://ad.easa.europa.eu/>

Continuing Airworthiness Notice- helmet headset cords

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

[Continuing Airworthiness Notice - NTSB SA-068](#) - issued Sep 2017

NTSB Safety Alert - Flight helmet cords could potentially impede egress in an emergency.

In the event of an accident or an emergency, such as a ditching, water impact, or fire, an aircraft occupant wearing a flight helmet needs to egress quickly. Fast and unimpeded egress from the aircraft is essential for survival.

Direct-to-airframe intercommunication system (ICS) cord connections between the flight helmet and the airframe can impede egress during an accident or emergency.

The cord connecting the flight helmet to the aircraft's ICS might not release readily from the airframe ICS port if the direction of egress is contrary to the direction needed to easily release the cord.

For instance, if a cord needs to be pulled downward for release and an aircraft occupant is attempting a sideward egress, the cord may not release readily, which could cause excess delays in egress.

The NTSB recommends the following:

- Ensure that you and your passengers understand and are proficient with the egress procedures for the aircraft that you are operating before you take off.
- Use a compatible intermediate cord between the ICS cord and the airframe ICS port to facilitate a clean separation during egress. The intermediate cord is a cord connecting to the airframe ICS port on one end and to the ICS cord on the other end, allowing the ICS cord to be disconnected in the direction of egress.
- Ensure that ICS cords are secured from potential snagging or entanglement with components such as flight controls.
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Email addresses!

A number of local ISPs are shutting shop on providing email servers for their clients, requiring people to change to a new email provider.

Most of RAANZ communication to members is by email- well over 90% now- so it is important we have your correct/current email address.

Here's what you can do to help us get it right-

- Note your new email address on your next CMV form (good)
- Send me an [email](#) (better)
- Log in to [myRAANZ](#) page and update your contact details yourself. (best)

Membership changes

John Goddard	Canterbury Recreational Aircraft Club	Senior Flight Instructor	Upgrade
Ross Alexander	Whangarei Flying Club	Advanced National	Upgrade
Todor Prodanov	Canterbury Recreational Aircraft Club	Novice	FRTO
Tascha Lawry	Canterbury Recreational Aircraft Club	Advanced Local	Upgrade
Simon Attwood	Gyrate Flying Club	Novice	FRTO
Ian Henderson	Wairarapa Ruahine Aero Club	Novice	Joined
Nicholas Hitchins	Canterbury Recreational Aircraft Club	Advanced National	Upgrade
Gregorio Umali	Canterbury Recreational Aircraft Club	Novice	Joined
Luke Goleman	Canterbury Recreational Aircraft Club	Novice	Joined
John Harris	Canterbury Recreational Aircraft Club	Novice	Joined
David Cameron	Manawatu Aviation Club	Flight Instructor	Joined

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To : RAANZ Members
From: Canterbury Recreational Aircraft Club committee (CRAC)
RE: Remit to RAANZ AGM 25 November 2017
REMIT: That RAANZ removes the requirement for Club secretary and president sign off on the application form for a RAANZ Instructor certification. Secondly that the requirement for a recommendation as to suitability to be an instructor be a requirement for the training and ATO on the CMV.

Background and reasoning:

Dear RAANZ member,

CRAC has recently elected a new Committee, as part of this process the Committee has been reviewing the Administrative and legal rights and duties of CRAC as a club and Incorporated society.. There will be a number of minor clarifications and changes to our internal procedures. One of these changes has impact on the current process RAANZ has in the certification of Instructors.

CRAC has of course a long and very positive interaction with RAANZ and as the recent RAANZ fly-in hosted by CRAC demonstrated there are deep and enduring friendships and aligned interests.

However the review has highlighted a few small places where the demarcation of where RAANZ ends and “the Club” starts are blurred.

This means that the CRAC committee no longer signs off on recommendations for potential new instructors. We believe our reasoning may resonate with a number of other clubs.

The reasoning for this is three fold.

Mandate:

Firstly it is our belief that CAA has devolved the management of “microlight certification” to “part 149 organisations” such as RAANZ.

Clubs are NOT a Part 149 organisations and have no mandate or legal right to issue certification on behalf of CAA. Therefore being involved and signing recommendations we believe is legally incorrect.

Skills:

Secondly the Committee of our Club and possibly others and specifically the President and Secretary have no skills, training or experience in deciding whom could be a good instructor or not. Additionally CRAC is a large club with now over 220 members and candidates may not necessarily be well known by the committee. We believe the ATO, as the person whom will train, and spend significant time with the applicant is in a far better position to assess the candidates’ suitability.

Liability:

Thirdly by signing these forms we believe we are opening the Club up to potential liability and or legal issues should a RAANZ certified person fall foul of the law. It is our understanding that RAANZ has contingency planning in place for such an eventuality. CRAC does not have planning or insurance cover for such an eventuality.

Following a discussion with the RAANZ President, Roger Ward, I believe I understand the historical reasons why this was done. However now the RAANZ accepts non club members and that there has been a number of individuals that wish to have the skills and certification to be Instructors, but have no intention of being “club instructors” we would suggest that RAANZ revisits this requirement.

The research undertaken has found that the requirement for a club sign off is NOT a Part 149

CAA requirement but is unique to RAANZ.

Finally to be clear, the fact that we will no longer sign these forms is for the three reasons stated above (Mandate, Skills, Liability) and does not in any way imply that we have an opinion on whether any particular candidate's suitability or skills, we believe that is for the ATO to assess.

CRAC would like the support of other clubs in voting on this administrative remit.

Kind regards

Glenn N. Martin

President

Canterbury Recreational Aircraft Club

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