



Recreational Pilot e-zine

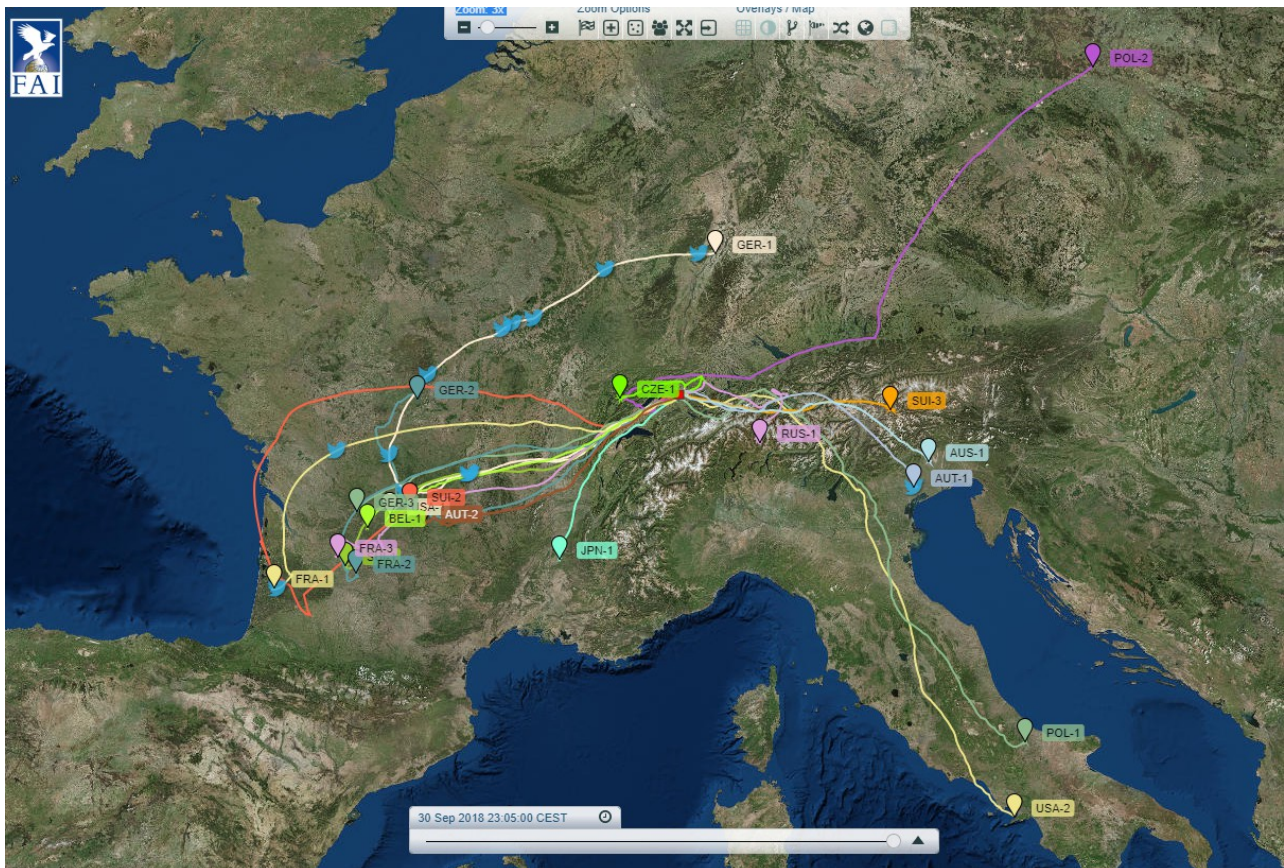
Issue 135
October 2018

Advance Notice- AGM2018

RAANZ AGM 2018 Saturday November 17th 10:30am Feilding Flying Club clubrooms Feilding Airfield

For more details, papers, information, remits, etc [check on our website](#)-
it will be updated as preparations continue.

FAI Gordon Bennett balloon competition



How far can you go non-stop in a balloon? Right across Europe!

This annual competition was live at time of publication this morning, with USA-2 leading at 896km tracking down the Apennine peninsula. POL-2 heading for Russia!

[Live tracking here.](#)



ADS-B survey report September 2018

The survey



ADS-B readiness survey

RAANZ (Inc), PO Box 15-016, Hamilton 3243

From December 31 2021, all aircraft operating in controlled airspace must be equipped with

- a 1090ES ADS-B OUT transponder
- a certified GPS

This survey is to take a snapshot of the readiness of the Part 103 microlight fleet. If you own an aircraft we would very much appreciate your feedback. Just fill in the form below with relevant information, and click on the **SUBMIT to RAANZ** button to send back to RAANZ. Your aircraft registration is simply to detect duplicate responses- your return will be de-identified and consolidated into statistics for the entire fleet.

Thanks from the RAANZ Executive!

Aircraft registration:	<input type="text"/>
Need for ADS-B	<input type="radio"/> I don't fly in controlled airspace- not required. <input type="radio"/> I occasionally fly in controlled airspace- required. <input type="radio"/> I frequently fly in controlled airspace- required. Comments: <input type="text"/> up to 100 characters
Knowledge of ADS-B	<input type="radio"/> I don't know/am confused about ADS-B. <input type="radio"/> I have some idea, but need to know more about it. <input type="radio"/> I am up to speed on ADS-B. Comments: <input type="text"/> up to 100 characters
Preparedness for ADS-B	<input type="radio"/> I am unprepared/haven't started. <input type="radio"/> I am sorting things out, expect to be ready. <input type="radio"/> I am ready now. Comments: <input type="text"/> up to 100 characters
Information/assistance needed	<input type="checkbox"/> ADS-B beginners guide. <input type="checkbox"/> Selection guide of approved equipment. <input type="checkbox"/> Installation guide for Part 103 aircraft. <input type="checkbox"/> Purchase/installation subsidy. Comments: <input type="text"/> up to 100 characters
ADS-B IN (traffic on your iPad/tablet)	<input type="radio"/> I don't know about ADS-B IN. <input type="radio"/> Not for me. <input type="radio"/> I will probably install it. <input type="radio"/> I am ready now. Comments: <input type="text"/> up to 100 characters
Any other comments:	Comments: <input type="text"/> up to 100 characters

SUBMIT to RAANZ

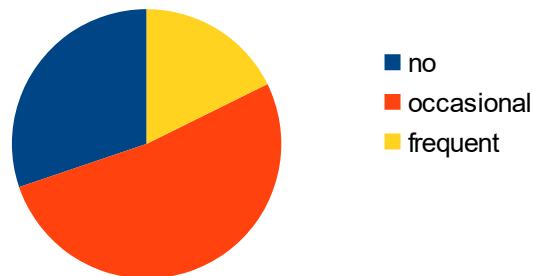
The response

Members polled: 651 (current members with email address)
 Aircraft owners: 303 (current annual inspections- about 25% of the Part 103 fleet)
 Responses: 96 (32% of RAANZ fleet, about 8% of total Part 103 fleet)

Need for ADS-B

Controlled airspace user?		
no	29	30%
occasional	50	52%
frequent	17	18%
	96	

Controlled airspace user?



Comments received-

- I accept I need ADS-B
- the ability to cross country at higher altitudes as well as go in to Control Zones
- Cost prohibitive.
- Based in TG and utilise controlled airspace regularly
- I have transponder and have Avplan GPS on electronic notepad which I don't believe is a certified GPS
- I may fly into a private airfield within a controlled airspace as well as landing at a controlled airport
- mine is LSA aircraft
- why do vfr a/c need adsb?
- This will have to change!
- Central north island
- Central north island
- Can't afford it, bye bye flying in controlled airspace, pretty stupid idea, is it true that the adapter gadget that you can plug in in USA won't work here, the only affordable option ruled out?
- I do not find I need to fly into controlled airspace but want to be able to do so if required.
- Will there be exemptions for arrivals into airports where there is no reasonable local alternate?
- I am ADSB equipped

Summary

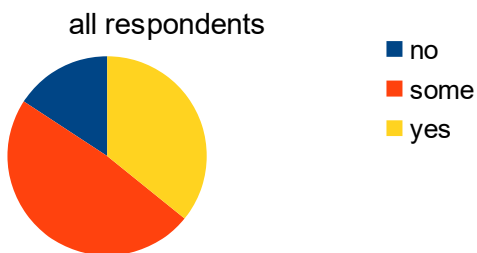
- ***Approximately 2/3 of respondents will need ADS-B installed to continue current flight activities.***

Knowledge of ADS-B

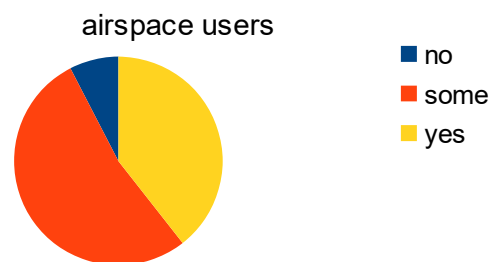
Knowledge of ADS-B

	All respondents	
no	15	16%
some	46	48%
yes	34	36%
	95	
	Airspace users	
no	5	8%
some	35	53%
yes	26	39%
	66	

Knowledge of ADS-B



Knowledge of ADS-B



Comments received-

- Have a current transponder, heard that something new is needed. That other countries are changing differently. Use my ipad as GPS
- Fitting and approval is a rip off!
- pretty much sorted!
- never heard of it
- We have a transponder already, but unsure if it meets requirements
- As I do not intend to fly in controlled airspace, knowing a bit about it is enough for me

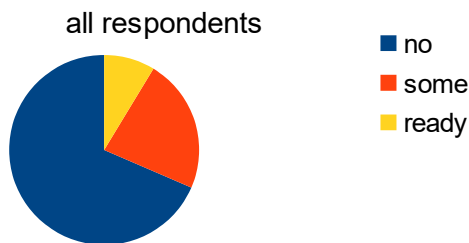
Summary-

- ***Over 90% of airspace users who will need to know about ADS-B rate themselves with 'some' or more knowledge***

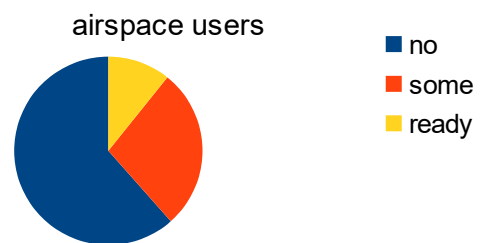
Preparedness for ADS-B

	All respondents	
no	63	68%
some	21	23%
ready	8	9%
	92	
	Airspace users	
no	40	62%
some	18	28%
ready	7	11%
	65	

Preparedness for ADS-B



Preparedness for ADS-B



Comments received-

- Waiting for CAA info for microlight etc and cost effective options that will be available
- I object and consider this to be anti safety as I will have to avoid controlled airspace.
- Will do what I have to do
- Waiting to see the latest equipment options nearer to the date
- I am waiting to see how everyone else gets on
- Would like to buy the gadget that can be fitted behind the transponder, but have heard it won't work/not suitable NZ, so NZ gone of a another let's be different/difficult again
- still to buy the gear
- Have ADSB transponder. Need GPS source
- Transponder already installed. Trig TT21
- I have an ADS-B out on the bench ready to be installed
- Have purchased a transponder but have yet to have this fitted, do not as yet have a certified GPS
- Installed last month and had avionics man do the 2 year test of transponder and altimeter.
- As far as I am aware Dynon Skyview has ADS-B. I received a letter from CAA to say I was transmitting xxx and had to change it to ZK xxx
- Have no intention of flying in controlled airspace
- I have an ADS-B out transponder fitted but not a compatible gps

Summary-

- **Only 11% who will need ADS-B are ready.**
- **62% who will need ADS-B have yet to start.**

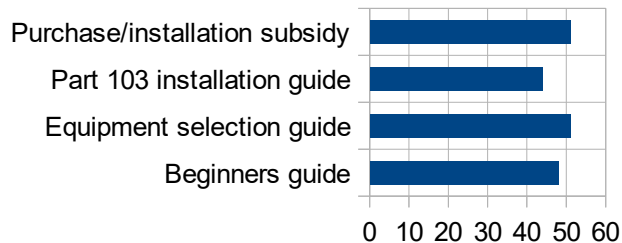
ADS-B information required

ADS-B information required

	All respondents	
Beginners guide	48	50%
Equipment selection guide	51	53%
Part 103 installation guide	44	46%
Purchase/installation subsidy	51	53%
	96	
	Airspace users	
Beginners guide	30	45%
Equipment selection guide	45	67%
Part 103 installation guide	39	58%
Purchase/installation subsidy	45	67%
	67	

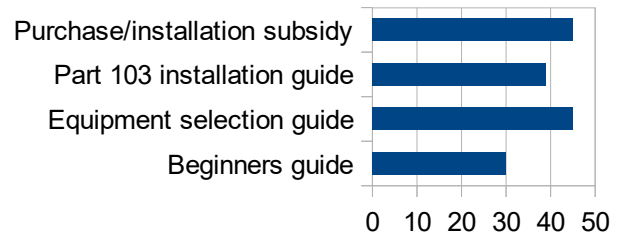
ADS-B information required

all respondents



ADS-B information required

airspace users



Comments received-

- As there is a lot of misinformation out in the market place especially with regard to expensive retrofits for microlights we need guidance
- Waiting for the Ministry of Transport to address this issue.
- send money now
- If I judge the cost to be too great I will not fly in controlled airspace.
- would be useful to know maybe for future use
- Planning to stay NORDO

Summary-

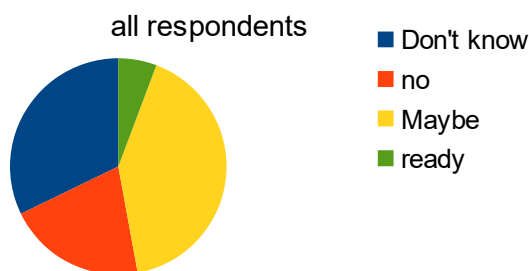
- **Over 50% who will need ADS-B are requesting more selection/installation guidance.**
- **A subsidy is important to 2/3**

ADS-B IN intentions

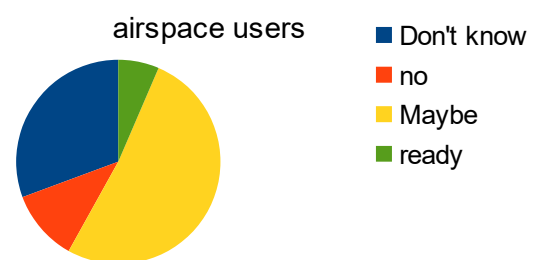
ADS-B IN intentions

	All respondents	
Don't know	28	32%
no	18	21%
Maybe	36	41%
ready	5	6%
	87	
	Airspace users	
Don't know	19	31%
no	7	11%
Maybe	32	52%
ready	4	6%
	62	

ADS-B IN intentions



ADS-B IN intentions



Comments received-

- Essentially a question of cost
- Cost will be the driving issue
- link to my tablet app
- May install it, but not much room in an open cockpit.
- depending on cost
- Would install if easy enough
- Not sure, will ADSB become an option in NZ?
- Benefit of this will depend on uptake of ads-out equipped aircraft. Have collision avoidance system installed currently.
- Adsb-in would enable extra traffic awareness.
- no room on my panel
- I would have to make a new panel which I don't want to do
- I already use my ipad and apps and are confident in positional awareness
- please send more information - tablet or ipad?
- OZ Runways
- Android phone with ADS-B dongle and app. Awaiting dongle in China post.
- may be an option to look at
- Depends on extra cost

Summary-

- **Over 30% of all respondents are unfamiliar with ADS-B IN**
- **But over 50% of airspace users are considering it.**

General comments received

- What's this certified GPS business? First I know about it, I use OZ runways, is that certified?
- Hi Team all new aircraft will be fitted during build, We waiting to see if prices come down.
- I think ADSB In will be a major benefit flying in uncontrolled airspace.
- The Trig TN72 GPS receiver meets all the requirements and is very significantly cheaper, at around \$500.
- Could RAAZ produce an information package on what units would be suitable for microlight installation?
- not keen on spending too much money
- Have Mode S transponder. Dynon SkyView Model 261
- I would like it but will probably do without due to the cost.
- would like to see an integrated pocket sized box
- Remain well out of controlled airspace There is enough of NZ at present G space for me to play in
- Too much bureaucracy is the reason I fly a microlight
- not on my aircraft but may fly one so would like to know as much as possible just in case.
- Look out not in !!!
- I HAVE STANDARD TRANSPONDER AND A Lowrance 2000C GPS
- Will fit a unit when I have an understanding of what to get
- We are starting to get cluttered, need a navigator, or less time looking out, concerned.
- Subsidy would be great, They could use it to return some of our fuel excise we have been paying for years
- compulsory ads b is inappropriate for vfr a/c.
- transponder mandatory airspace should be disconnected from control zones as soon as possible
- I don't intend to fly in controlled airspace although the more knowledge available the better
- Certified ADS-B equipment in microlights is way over the top IMHO but appropriate iPad may suffice
- Will remain outside controlled airspace at this point in time. If costs improve I may consider fitting it.
- Have installed a Trig TT21 and non-certified GPS. Would like RAAZ to lobby CAA for use of non-certified GPS for VFR operation under say 2000 feet.
- bugger another hassle between flying and having fun
- I have av plan on an iPad which is my main form of navigation.
- Can see the location of other av plan users but would be really useful if i could see oz runways and air nav pro users as well
- Have a Garmin GPS 296 in xxx
- A Micrair T 2000 SFL transponder also
- Have an avionics mate to help..

Note: The next few issues of RecPilot will include a simple guide to ADS-B- a practical what, why, when, who and how of ADS-B for Part 103 microlights.

On-condition life escalation for Part 103 engine- progress report.

We are making progress- a final (?) draft of the program covering off all current CAA concerns is with them for consideration. Still some supporting engine log documentation and forms to be prepared, but we hope to have it sorted by the AGM.

Membership changes

Colin MacDonald	Canterbury Recreational Aircraft Club	Advanced National	Upgrade
Shanon Eyre	Matamata Aero Club	Advanced National	Upgrade
Adrian Gloyn	Hawkes Bay and East Coast Aero Club	Advanced National	Upgrade
Michael Moss	Gyrate Flying Club	Advanced National	Upgrade
Justin Sturrock	Associate	Flight Instructor	Upgrade
Jamie Bertie	Canterbury Recreational Aircraft Club	Novice	Joined
James Fleming	Canterbury Recreational Aircraft Club	Advanced National	Upgrade
Erin Heese	Canterbury Recreational Aircraft Club	Novice	exam
Rodney Dodd	Canterbury Recreational Aircraft Club	Advanced Local	Upgrade
Gregorio Umali	Canterbury Recreational Aircraft Club	Advanced National	Upgrade
Arthur Warner	Bay of Plenty Microlight Assn	Intermediate	Upgrade
Brent Martlew	Canterbury Recreational Aircraft Club	Advanced National	Upgrade
Craig Ruane	Canterbury Recreational Aircraft Club	Novice	exam
James Rooney	Associate	Advanced National	BFR
Brett Cunningham	Feilding Flying Club	Novice	Joined
Darren Conole	Canterbury Recreational Aircraft Club	Novice	Joined
William Aitken	Canterbury Recreational Aircraft Club	Advanced National	Joined
Jackson Hendry	Canterbury Recreational Aircraft Club	Novice	Joined
Peter Todd	Feilding Flying Club	Novice	Joined
Rachael Butler	Associate	Senior Flight Instructor	Joined
Fabian Dunker	Canterbury Recreational Aircraft Club	Novice	Joined
Frank Parker	Associate	Senior Flight Instructor	Joined
Thomas Spooner	Canterbury Recreational Aircraft Club	Novice	Joined