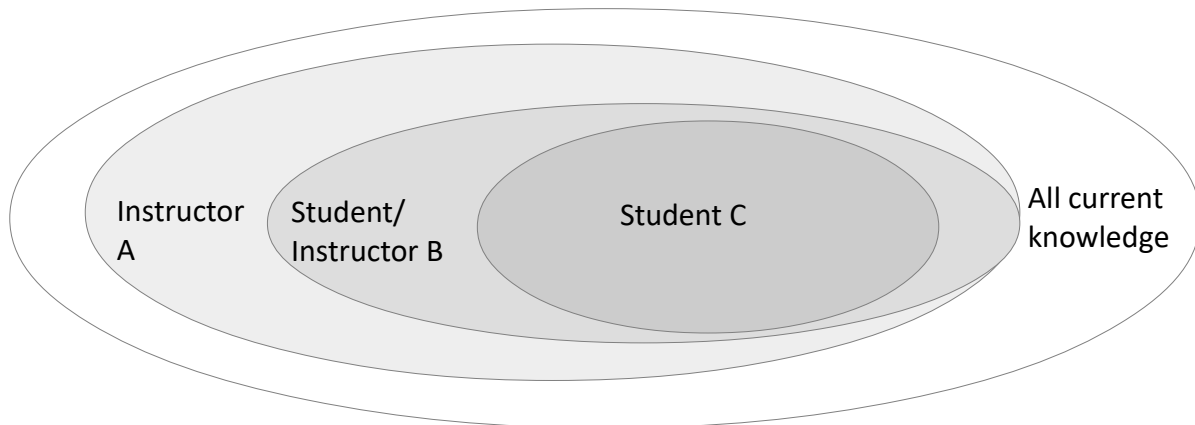


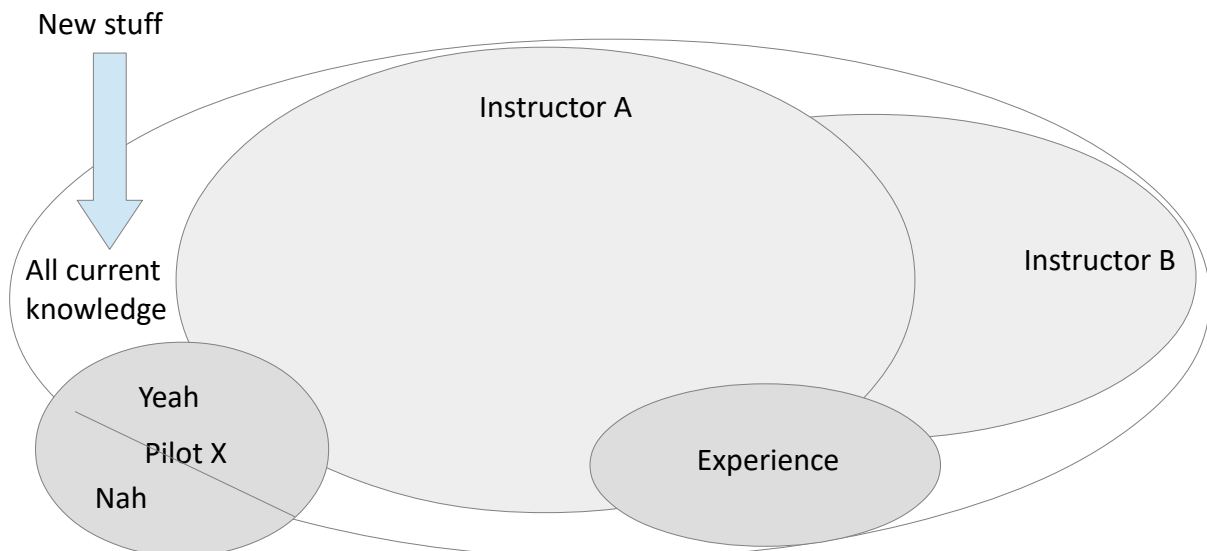
Ever decreasing circles?

At the recent AGM, Doug Hamilton/CAA rightly commented that any Instructor does not know everything, can only teach what they know, and will in general teach **less** than they know. So an Instructor teaching a student who subsequently becomes an Instructor who teaches a student who subsequently becomes an Instructor.....can result in a shrinking of knowledge.



But there are ways to broaden your source of information and avoid this knowledge shrink-

- **Learn from a variety of Instructors.** Each will add their own unique knowledge set and fill in some of the gaps.
- **Learn from fellow pilots.** By flying with them, observing their flying, listening to their experiences. You will need to separate the good/true bits from the the bad/false bits, but can learn from both.
- **Learn from experience.** But understand you can't experience everything, in many cases won't want to, so you can't know everything from your own experience. A 'self-made pilot' can be a danger if they don't know that they don't know what they don't know
- **Read, ask, watch, learn.** That set of all current knowledge is always growing, so you need to be actively expanding your bubble of knowledge.



RAANZ NATIONAL FLY-IN 2019

Te Anau/Manapouri Aerodrome February 8th, 9th, 10th

Celebrating 40 Years of National Fly-Ins. Recreational Aircraft from Rag and Tube to Carbon Fibre, Hosted by the Fiordland Aero Club.



The RAANZ National Fly-in at the Te Anau Manapouri aerodrome on February 8th, 9th, 10th marks 40 years from when the very first RAANZ fly-in was held in Southland. The Fiordland Aero Club feel it is only fitting to acknowledge those first generation of recreational aircraft. By encouraging as many as possible to attend and setting aside events just for the older and slower aircraft.

Arrival and Registration is set for the afternoon on Friday the 8th. Prior registration is encouraged by emailing FAC Sectary P C Taylor at fiordlandaeroclub@gmail.com and payment of \$65. With the registration cost of \$75 on the day.

Accommodation.

Several types are available.

- Cheapest being camping in one's own tent on the airfield, club members will have two of their own caravans at the club rooms for use.
- Also several Club members have made their homes available to billet participants of the Fly-in. George Taylor is the contact person for caravan or billet accommodation gmtaylor@xtra.co.nz.
- There is also accommodation in Manapouri at the Manapouri Lake View Motor Inn Ph 03 2496652. They will give a discount to aviators attending the Fly-in, if bookings are done by the 30th November (\$135 per person per night). If you are interested contact the Motor Inn directly to book.
- A second option is to book a cabin at the Manapouri motels & holiday park camp ground. Contact number Ph 03 2496624. Both only 5 minutes from the airfield. Transport assistance will be provided by FAC members.

The **Landing fees** at Manapouri have been kindly set at \$0.00 by the management team operating the airport, for Fly-in registered Aircraft during the weekend.

The weekend's plan weather permitting.

- **Friday** Arrival, BBQ meet and greet.
- **Saturday**, Fly round in the morning. Afternoon competitions like spot landing, bombing run, carrier landing etc. With the events divided between slow and fast planes. Then an evening meal and prize giving at the Manapouri Motor Inn.
- **Sunday** breakfast and head back to home.

The Te Anau region is one of New Zealand's most scenic places so why not spend an extra day or two exploring Doubtful Sound, Milford Sound, Te Anau Glow worm caves. Or bring along a family member or friend who could do a tourist activity while the pilots talk flying.



FITWFI

New Year's Day Fly-In

The original & first in the World aviation event.
Held at alternating venues across the central lower North Island.
1st January 2019



Central Hawke's Bay Aero Club
In time for lunch at noon, \$15
NZYP Waipukurau Vectors 02/20 119.1
Information ... www.facebook.com/2019NZYP
Coffee & muffin on arrival. Awards after lunch

AGM2018

The 2018 AGM has been and gone, thanks to the Feilding Clubs for hosting us and providing the venue and tucker.

It was pretty much business as usual with no dramatic changes or events. Highlights from the meeting include:

- **Bill Penman** is standing down after a long spell as Ops Officer. He is being replaced by **Rodger Ward**, who brings similar experience and knowledge to the role.
- Member fees remain at **\$70/year**, covering **all** RAANZ services- no extra charges!
- The online **Instructional Techniques** course will be rolled out 2019.
- Similarly, our life **escalation program** is ready to roll, just waiting on CAA authorising the exemption

Copies of the reports and minutes are on the RAANZ website [here](#).

Engine and component escalation program

RAANZ and SAC have worked closely together to develop a Part 103 escalation program which will permit engines and their components to run on-condition beyond manufacturer's published TBO and calendar life limits.

The final draft of the program is attached with this e-zine, and will be posted on the RAANZ website as well.

Just a few caveats you need to be aware of in preparing for entering this program-

- The program is in **final draft, awaiting an exemption** from CAA to go live. It is possible there may be some further fine tuning , but all parties (RAANZ/SAC//CAA) are in general agreement.
- You may not make use of this program until the exemption has been signed off by CAA, and only then after your aircraft is signed off by an Authorising IA.
- There are some things you need to have sorted to enter the program
 - **Maintenance**- all routine maintenance up to date, all finite lifed components replaced on schedule.
 - **ADs**- all ADs and relevant service bulletins implemented.
 - **Performance/wear indicators**- a history of key performance and wear indicators to establish a reference baseline for your engine. Preferably for at least the last 200-300 hours, but the longer the better.
 - **DOCUMENTATION**- clear, credible evidence of maintenance history acceptable to the Authorising IA. No docs- no go.

Membership changes

Mark Ralfe	West Coast Microlight Club	Senior Flight Instructor	Upgrade
Christopher Skippen	Nelson Microlight Club	Advanced National	Upgrade
Martin Healey	Canterbury Recreational Aircraft Club	Advanced National	Upgrade
Martin Little	Mercury Bay Aero Club	Advanced Local	Upgrade
Volkmar Wollenweber	Canterbury Recreational Aircraft Club	Senior Flight Instructor	Upgrade
Mark Sullivan	Geraldine Flying Group	Advanced National	Upgrade
Jonathan Tyce	Canterbury Recreational Aircraft Club	Novice	Joined
Tobias Joechle-Rings	West Coast Microlight Club	Advanced National	Joined
Philip Collier	West Coast Microlight Club	Novice	Joined
William Patton	Canterbury Recreational Aircraft Club	Novice	Joined
Timothy Barrow	Fiordland Aero Club	Advanced Local	Upgrade
Ian Clark	Associate	Advanced National	Joined
Heike Wollenweber	Canterbury Recreational Aircraft Club	Novice	Joined
Ali Shokri	Waikato Microlight Club	Novice	Joined
Luke Baines	Otago Aero Club	Novice	Joined
Darren Conole	Canterbury Recreational Aircraft Club	Novice	Joined
Gary Bodley	Waikato Microlight Club	Intermediate	Upgrade
Erwin Weber	Parakai Aviation Club	Novice	Joined
Rhonda Ruff	Opotiki Aero Club	Novice	Joined
Lachlan McGregor	Wairarapa Ruahine Aero Club	Novice	Joined
Susan Gaiger	Associate	non-flying	Joined
Emily Coppard	Associate	non-flying	Joined
Rohan Rudd	Associate	non-flying	Joined
Cynthia King	Associate	non-flying	Joined
Adrian Munoz	Geraldine Flying Group	Novice	Joined
Shane Jones	Central Hawkes Bay Aero Club	Novice	Joined
Jassowal Singh	Mercury Bay Aero Club	Novice	Joined
Gary Freedman	Canterbury Recreational Aircraft Club	Advanced National	Joined

The INs and OUTs of ADS-B

CAA are planning to mandate that **from December 31 2021 all aircraft operating in controlled airspace must be equipped with ADS-B OUT**. This is Part 2 in a series of articles to explain the what/why/who/when/where/how/how much as it will apply to Part 103 microlight operations, aircraft and pilots.

The WHY part

To put it simply- for ATC to control aircraft they need to know where they are and what they are doing. This requires technology to provide it, and involves a capital cost to implement it.

In the past this was handled by radar tracking and radio communications. In the new era of PBN/RNP/RNAV the big boys and ATC need that information to be timely and accurate. Much more immediate and tighter than an occasional radio call and an intermittent and possibly loose position report..

With the existing SSR secondary radar network nearing the end of its service life, Airways have adopted ADS-B as the replacement technology. It provides that needed timely and accurate data to ATC and other aircraft- with better coverage and lower capital cost (to them).

ADS-B is already mandated and in operation for flights above FL245, from 31 December 2021 it is intended to be mandated for ALL controlled airspace.

There is an inevitability about it- controlled airspace is getting busier and more complex, separation is getting tighter. The need is real, and ADS-B is the technology that meets that need. At the risk of sounding like an apologist for Airways, a few years down the track we will probably see ADS-B equipment as just one of those components that you fit to an aircraft to get on with the job of flying - much the same as a VHF radio.

And for those of us who live and fly in the Class G boondocks- life goes on as before.

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