



# Recreational Pilot e-zine

Issue 148  
November 2019

## AGM2019 (Parakai/West Auckland)

The RAANZ AGM 2019 will be held at

**Parakai/West Auckland Airfield**  
**Sunday November 24**  
**1030 warm-up for 1100am take-off.**

Duration approx 2-3 hours depending on remits and discussion items.

### Flying in to NZPI?

- Know the airspace. MBZ B178 123.5
- Carry your VNC
- Know the circuit procedures
  - No overhead joins
  - Circuits to the North
  - Fly a wide circuit to avoid the PDZ
- Carry your [landing chart](#)
- Ears and eyes wide open!

### Agenda and Papers

**Note- reports will be uploaded after the AGM**

- Welcome
- Proxies, voting strength and confirmation of quorum
  - Clubs may appoint a club member or exec member as proxy to represent the majority vote of their club.
  - Individual members may vote independently in person.
  - Proxies will be received at the AGM.
  - [Proxy form](#)
  - [Club voting strength](#) and proxies
- [Minutes of last AGM](#) and matters arising
- [President's report](#)
- [Financial report](#) and [Balance Sheet](#) (unaudited) and fixing of 2020 subs
- [Operations report](#)
- [Technical report](#)
- Executive elections
  - The RAANZ constitution provides for 6 elected members for 3 year term
    - John Nicholls (BOIAC) completing term 3 of 3
    - George Taylor (SRAC) completing term 2 of 3
    - Easwaran Krishnaswamy (CRAC) completing term 2 of 3
    - Deane Philip (CRAC) completing term 2 of 3
    - Scott James (CRAC) completing term 2 of 3
  - vacancy
  - plus immediate past president
  - Rodger Ward

plus CAA approved senior persons (CEO, OPS, TECH, ADMIN)

Evan Gardiner CEO

Rodger Wars OPS

Colin Alexander TECH

Stuart Parker ADMIN

Nominations

There will be 2 vacancies on the exec- 1 retiring, 1 existing vacancy.

Nominations will be received from current RAANZ members with local club committee support.

[Nomination form](#) .

•Break for lunch

•Remits

Remits will be received from current RAANZ members, preferably with local club committee support.

Remits will be received at the AGM.

[Remit form](#) .

•Other business

•Q&A session RAANZ/CAA/others

•Conclusion

[Minutes of this AGM](#)

## Fly-in 2020

**RAANZ 2020 National Fly-in**

**Fri-Sun 14–16 February**

**Feilding Airfield**

Hosted by Feilding Flying Club and Manawatu Aviation Club.

also celebrating Feilding Flying Club's 20th anniversary as a RAANZ affiliated club.

## ADS-B grant announced for GA

You may be eligible for financial support to help you equip with ADS-B as part of a new \$12.5 million ADS-B Transponder Grant [announced by the Government today](#).

Owners of New Zealand-registered general aviation aircraft who install appropriate ADS-B OUT equipment will be eligible for a grant of up to **\$2500 plus GST** to help with the costs of installation. **The grant will apply retrospectively, with compliant ADS-B installations since 14 June 2014 also eligible.**

Deputy Director, Air Transport and Airworthiness, Mark Hughes said the grant money will help ensure general aviation aircraft are able to operate in controlled airspace when the when the proposed ADS-B mandate takes effect in December 2021.

“Under the proposed mandate, aircraft without ADS-B equipment won’t be able to fly in controlled airspace from that date, so it’s vitally important that owners equip early so they can continue flying,” Mr Hughes said.

“ADS-B brings significant safety benefits to New Zealand’s aviation system, so it’s great that this

funding will be available to help smaller operators to get over the line with their installations ahead of the proposed ADS-B mandate.

“This grant programme is one of the most generous worldwide, and will help with the costs of installing ADS-B equipment for approximately 4,000 general aviation aircraft on a first-come, first served basis.”

To support the uptake of ADS-B IN, up to \$500 plus GST will also be made available for those who install suitable equipment to give their aircraft ADS-B IN capability.

“Pilots will only unleash the full benefits of ADS-B in the cockpit if they are able to get additional traffic awareness through ADS-B IN alongside their usual visual scanning, so it’s important to consider adding ADS-B IN to your installation,” Mr Hughes said.

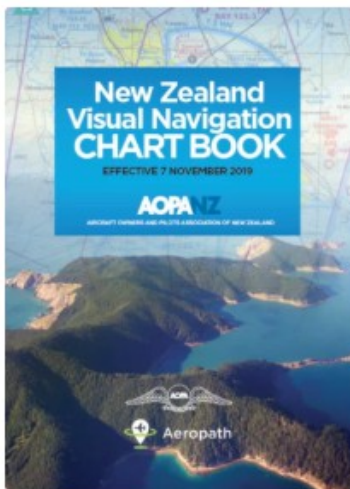
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**The ADS-B Transponder Grant scheme will be administered by the Civil Aviation Authority. Eligibility criteria and details about the application process are being developed and will be published on the Authority’s website and sent out to aircraft owners when they are finalised.**

In the meantime, if you’re an aircraft owner, make sure you contact your avionics provider promptly to talk about what ADS-B equipment would be right for your aircraft.

Please contact us at [adsb@caa.govt.nz](mailto:adsb@caa.govt.nz) if you have any questions about the scheme – although we won’t be able to address issues of eligibility until the eligibility criteria are released.

### VNC 7 Nov 2019 charts now available



New Zealand Visual Navigation  
Chart Book - 7 Nov 2019

**\$92.00 NZD**

These charts are now available for purchase from the [AIP shop](#). It is a requirement that you have a current copy on every cross-country flight.

The new booklet format developed by AOPA is a very practical format for small cockpits.

### Microlight ratings for Part 61 pilots.

The RANZ Exposition has for many years provided for Part 103 Senior Instructors to issue microlight type ratings to current Part 61 pilots. CAA have recently determined that this is not legitimate- that a Part 61 rating can only be issued by a Part 61 Instructor.

From now on, if a Part 61 pilot asks for a microlight type rating they should be issued with a Microlight Pilot Certificate at the appropriate level (usually Advanced National) following any

necessary type conversion training and check flight- following our [Type Rating Checklist](#).

We have updated our [Exposition](#) to reflect this. Note that the pilot must remain current RAANZ member for their Certificate and rating to remain valid. As for those with prior but now deemed invalid type ratings- that is for CAA to resolve.

### **Big brother is watching you!**

Actually, almost everyone is. Simply flying a microlight attracts the interest and attention of the general public. Many of them have cameras on the mobile phones, and love to post video clips on the internet- particularly if it looks daring or risky. So even without your knowledge or permission, your flying antics may be made available to the world...including CAA.

There was a recent case of a video on YouTube showing a trike at an airfield flying a low level not-quite-standard circuit being filmed from a following RPAS/drone. Not the best advertisement for our sport or our airmanship.

Be on your best behaviour, fly as if your worst critic is watching you, and show them the joy of microlight flight in a professional and responsible manner!



Looking up the Landsborough and Clarke rivers north to Mt Cook.  
Alastair Millar/ Geraldine Flying Group

## Incident reports received

On 31 August I flew my Alpi 300 from Fernside Field (Rangiora) to Rotorua, refuelling at Omaka.

I took the west coast option to just past the Ohakea CTR then turned inland intending to track the western side of Ruapehu. As I got nearer to Ruapehu I opted for the Desert Rd corridor as the weather was better there. This changed my track more in line with Taupo so I changed to the Taupo MBZ frequency at White cliffs just before the MBZ and announced my intention to overfly the airfield at 4200 ft.

As I was overhead the airfield I heard the parachute plane call parachute drop complete. I realised I was in the drop zone and was scanning pretty intensively. Sure enough I spotted a chute at my 2.00 o'clock about 200 metres away and another at 9.00 o'clock slightly further.

It was my own fault as I neglected to read note 2 on the VNC which states "intensive parachute ops – avoid flying overhead"

This could have been a lot nastier and in hindsight, I should have flight planned to include a possible deviation to the Taupo area. Also I got a bit complacent as at 4100 ft I knew I wasn't going to conflict with circuit traffic but forgot about parachute ops.

I didn't hear the jump plane call 5 min to drop but I didn't tune to frequency till just before the MBZ – I should have changed earlier to get a better picture. Hope this serves as a cautionary tale particularly as I knew there were parachute ops at Taupo but I forgot at the wrong time.

### Incident Details

Microlight type/model	Rans S12
Place of incident	Timaru airport
Other aircraft involved	None
Describe the incident	Re the recent engine out on take off.
Describe the affect on safety	none
Remedial action taken	I carried out extensive testing with the aircraft tethered and once again at full throttle it would die in about 40-60 seconds. Fuel starvation was not the issue. I suspect that the magneto was breaking down under full load as I tried replacing plugs and caps until the engine nipped the Magneto side piston. The engine has been removed for repair and another engine with full documentation fitted and rested and will be put on the on condition scheme today 29/9.19
Corrective or preventive action recommendations	Just keep watching your instruments to endure Max RPM etc are achieved and keep a watch for anything unusual. As always on take off height is your friend which gave me options at the time. If I had been in a Cessna 152 or Piper 28 I would have been either crashed in to houses, crashed into cows and probably in hospital. Best advice stick to the microlights

## NZAF Marquee at Warbirds Over Wanaka 2020

The NZAF will have a marquee at Warbirds, providing a 3m x 3m display area for each member organisation for free. Each cubicle will be equipped with tables, screens, chairs and power, and free admission for 2 people per day. What we need to do is provide posters, brochures and people to staff it.

There is quite a bit to do in terms of preparation and attendance-

- A generic RAAZ microlighting brochure with space for club contact details. Also for clubs use. Artwork design/layout/printing.
- RAAZ/microlighting posters. Interesting or spectacular pics. Artwork design/layout/printing.
- Assisting at the stand on the day/s- even ½ day helping, ½ day watching the show. Free admission!

If you can help in any way please [contact me](#).

## Membership changes

Colin MacDonald	Canterbury Recreational Aircraft Club	Flight Instructor	Exam
Elise McGregor	Wairarapa Aero Club	Novice	Exam
Jean-Paul Lassale	Gyrate Flying Club	Novice	Exam
Peter Bannister	Hawkes Bay and East Coast Aero Club	Intermediate	Upgrade
Heather Kinghorn	Canterbury Recreational Aircraft Club	Novice	Exam
Dean Johnson	Feilding Flying Club	Novice	Joined
Basil Areekal Eldo	Waikato Microlight Club	Advanced Local	Upgrade
Peter Blaymires	Gyrate Flying Club	Novice	FRTO
Nigel Malham	Canterbury Recreational Aircraft Club	Novice	Joined
Beau Neill	Canterbury Recreational Aircraft Club	Novice	Joined
Steven Leonard Care	Matamata Aero Club	Novice	Joined
Victor Mesquita	Parakai Aviation Club	Novice	Joined
Stephen Walker	Canterbury Recreational Aircraft Club	Novice	Exam
Iain McPhail	Canterbury Recreational Aircraft Club	Advanced National	Joined
David Wilson	Associate	OCP	Joined
Donald McLeod	Geraldine Flying Group	Advanced National	Joined

# FIRST IN THE WORLD FLY IN 2020

**HOOD AERODROME MASTERTON**

**1 JANUARY 2020**

**LUNCH**



**NO LANDING FEES - Our thanks to Masterton District Council**

**MoGas Available**

**Lunch \$15**

**wairarapaaeroclub@gmail.com**

