

RAANZ RECPILOT

DECEMBER 2021

ISSUE 164



WELCOME

Welcome to the December RecPilot. You may have noticed that we have not been as consistent with the RecPilot this year and we apologise for that. We haven't been sitting our hands though! See further in for a summary of our activities over the past year or so.

Welcome especially to our new members from SAC. It is great to have you with us and as a larger Part 149 organisation

Hello from your President

Firstly I would like to thank the members for having trust in myself to be re-elected for a second year as President.

During this year I am hopeful that I can visit as many cubs as possible. I would also like to welcome all the new members that have transitioned over from SAC.

The idea of one large 149 organisation means more benefits for members at less cost, and this gives the executive more numbers to have discussions where required with our regulator.

I would also like to thank our team that has presented the road shows throughout NZ over the last year. This is a big time commitment and a huge expense, spending over \$40000.00 on these.



I would like to thank Stuart Parker, Roger Ward, Colin Alexander, Stan Hyde and Scott James for presenting the road shows.

A considerable amount of time was spent undertaking our re-entry audit with CAA, which we were successful in achieving, this is undertaken every 5 years, at a cost of \$35000.00, which retains people's privilege to fly.

I would also like to thank Bill Penman and George Taylor for their long service to RAANZ and a Life membership to both is well deserved.

I would like to wish everyone a Merry Christmas and a Happy New Year.

Bradley Yorke

WELCOME

To a new look RecPilot and our last newsletter of 2021

VOLUNTEERS

RAANZ is essentially a volunteer organisation, and we are always looking for people willing to put up their hands to help. In particular, we would love someone to pick up the responsibility for our monthly RecPilot (obviously with input from the whole team). If this sounds like something you would be keen on, contact Stuart at admin@raanz.org.nz

RAANZ ACTIVITES

RAANZ has had a very busy year, and the end of the year is a good time to look back and summarise. Of course, much of the time over the last 2 months has been taken up with the SAC transition and prepping for the AGM. Most of you will be aware that the vast majority of time input by the RAANZ executive is voluntary

CAA

As noted by Bradley above, this year we had our 5 yearly Audit from CAA. This is a lengthy (and expensive process) involving a number of people from the RAANZ exec, as well as three people from CAA. Following the Audit, RAANZ worked with CAA to appoint a new Senior Person (Scott James, Audit) and resolved a number of issues identified by the CAA, including updates to our Exposition. Our Part 149 was renewed for a further five years.



RAANZ Executive spend a lot of time working with CAA on your behalf in other areas as well. Last year 100's of hours were spent on getting the Engine On-Condition rule exemption through, and that was followed up this year with both a renewal of the exemption, and renewing our delegation to continue with modification approvals.

ROADSHOWS



We had a very successful round of Roadshows, with nine separate sessions around the country (and some more planned for the new year). These roadshows were well attended and well received. These roadshows are an important part of ensuring

our membership is up to date on changes in the aviation environment, as well as getting refreshers on our responsibilities, and a great update on Human Factors.

ANNUAL FLY-IN

In our June newsletter there was a great report on the Waipukurau Fly-in. This was well attended and special thanks to the locals for hosting us.

See below for information on the 2022 Fly-in.



SAC TRANSITION UPDATE



For the SAC transition, the aim was to be as seamless as possible with minimum affect on business as usual for SAC clients. This has generally progressed well with help and information from the Readmans, but there are still some things to be tidied up.

- The SAC current client database was merged into the RAANZ database, but some special ratings such as Test Pilot and On-Condition certifying IAs were missed. These are being corrected as they are found or reported.
- Expired SAC clients (non-current at 29 October) are being added as memberships or flight test reports are received.
- The database transfer did not allow us to retain SAC member numbers, so they have been issued a new RAANZ number and database password.
- MetService will soon be sent a full listing of the ex-SAC member logins and passwords for MetFlightGA access. Meantime your old SAC logins should still work.
- To date we have received transition acceptance from about 70% of SAC clients, with more trickling in each day.
- A reminder that with SAC surrendering their Part 149 delegations, a SAC Microlight Pilot Certificate has no legal status unless the pilot opts-in to an another Part 149 authority.
- Once opted-in , you can continue to fly under your SAC certificate, and we will issue the equivalent RAANZ certificate on receipt of your next flight test /BFR report. Alternatively you can ask for one to be issued at any time.
- The RAANZ certificate is a permanent certificate, and does not carry any expiry dates. As long as your membership, medical, and BFR are current, you are good to go. We normally only issue new cards on upgrade or request.
- We issue reminders of membership, medicals, BFRs and annual inspections in the month prior to expiry, but it remains the pilot's responsibility to keep these current.

EXPOSITION CHANGE

There is a new addition to our Exposition that has approved by CAA.

If you have not flown a particular group (i.e. Weight shift, fixed wing or Gyro) for a period of 24 months, your certificate for that class reverts to Novice. You will need a check flight with a rated instructor to use the full privileges of your certificate for that class.

FieldOps 2.15

OPERATIONS UPDATE

There has been some concern of late as the result of Accident Investigations that some pilots are getting airborne without a full appreciation of the current and forecast weather conditions.

We are very fortunate in today's world that we have a wide range of sources of weather information.

The official aviation source is via Metflight provided by the NZ Met service. This is provided free for private operations and your RAANZ details include login detail for this. Metflight provides Aerodrome forecasts and SIGMET info that other sources do not.

Some of the forecast information may be as a result of observations of the actual weather i.e. a forecast issued early in the day may be amended quite early as a result of actual weather reports.

As a group operating aircraft in the lighter end of the GA spectrum we are generally very aware of the effect that wind and turbulence has on our operations. Someone moving from GA into our world may not have the same appreciation eg I have operated a fat Cherokee effectively in some conditions that would be very uncomfortable and potentially outside the envelope for a Tecnam.

Remember we are recreational aviators. We are not on a war footing. We do not need to push any boundaries and very often waiting for another day may be a very sound Airmanship demonstration.

Other sources of weather such as Windy, Metvuw or your mate down the road can also provide very useful information. Be aware that although the reports and forecasts look good keep the information gathering going all the time. Is the actual weather similar to what is forecast? Is the forecast front closer than expected? Keep looking out the window and not necessarily in the direction that you are going. Is the weather alligator sneaking up behind you?

Aviators, or at least aviators in the lighter spectrum get to know their local weather patterns very well. If you are operating away from home do not be afraid to seek guidance from a local expert.



Covid and the Northern lockdown has created a situation where some pilots and aircraft have gathered some dust and with restrictions easing to some degree there may be a tendency to just jump in and go. If you haven't aviated for a while ask yourself a few good questions about your currency and be brutally honest with your answers. Get a flight check if you are in any doubt. Slow down and be very methodical with your vital checks.

Safe Flying,

Merry Xmas,

Regards,

Rodger Ward,

RAANZ Ops Officer

027932943

TECHNICAL OFFICER REPORT

With the sale of SAC to RAANZ we now have a total of 152 I/As throughout the country.

Approximately 70 extra from SAC, so welcome aboard and I'm looking forward to meeting you all next year.

Last year we held eight RAANZ Roadshows from Manapouri to Kerikeri and invited SAC members to attend as well. These were well attended, and it was great to catch up with you all.

Next year we will be starting the Roadshow again in February followed by others around the country in areas not visited yet. (Notices out shortly.)

From The Technical side, we would like to catch up with all I/As at these Roadshows, put faces to names and keep you all up to date with the latest changes in our world.

Keep an eye out for the notices of up-coming Roadshows and make the effort to attend please. (Pilots and owners included)

While there isn't a lot different in how RAANZ and SAC do things as far as I/As go, it is good that we all catch up and make sure we are on the same page, especially with the Engine on Condition Program.

While we have this Engine program in place until our next 149 Audit, it is still only an exemption to the rule 103-217b so best we keep our finger on the pulse with this one.

Transponders is another one to watch. There is only a year to go before out with the old and ADS-B installed if you wish. A few aircraft owners have refused to re-certify their exiting transponders, but still expect their I/A to sign the aircraft off with a new permit. This places unnecessary pressure on the I/A and can't happen.

For aircraft owners, please assist your I/A by looking at last years blue annual inspection form that you have put in your logbook and ensure you have checked all boxes yourself pre your inspection, have all A/Ds and service bulletins, transponder bi-annual checks etc up to date. This saves the I/A a lot of time and avoids the possibility that they may fail your permit.



It is the aircraft owner's responsibility (part 103) to ensure that their aircraft is maintained to an airworthy standard, this also includes that the logbooks are up to date. This isn't the I/As job.

Until we catch up with you all, it is business as usual for I/As. Please contact Stuart, (admin@raanz.org.nz) if your I/A inspection books, stickers etc are running out and he will forward new RAANZ one to you. We see the transition as pretty painless but please bear with us if there are any hiccups.

Please contact me anytime if you have any issues or just want to touch base.

Stan, 0210453801 or (tech@raanz.org.nz).

Enjoy your Christmas and New year break and see you next year.

Cheers Stan Hyde.

2022 ANNUAL FLY-IN



MARCH 18-21 2022

Pukaki Airport

Hosted by Black Stilt Social Aero Club

Planning is now well under way for this fly in this amazing part of the country. More information will be in the next RecPilot, as well as updated on our Facebook and web pages.

COVID UPDATE

Covid Vaccine Passports

I am sure we are all over Covid but decisions have to be made (CAA Guidance), especially the question of vaccine passes. I know that there are some differing views out there. It is clear that dual flight training is considered "close contact", and as such, you **are not** able to offer dual training under Red and Orange settings without the vaccine pass. It appears most clubs are also requiring passes for all facility access.

In making decisions about how you will operate, I urge that you carefully consider Government requirements, the safety of your staff, members and their visitors and your operational needs. You may also like to bookmark CAA's Covid 19 website (<https://aviation.govt.nz/about-us/covid-19/>) as they have some good advice for aviation businesses and clubs available also.



AUDIT SUMMARY

This year, we have completed a number of audits including logbook audits and member audits. Many of the issues identified related to Instructor endorsements, and these issues have been communicated separately to the RAANZ instructors.

Key areas for our members to take note of are

- It is your responsibility to ensure that your RAANZ membership is up to date, as it is for Medical and BFR. Many were not current with the membership, which is a requirement to fly on a Part 149 Certificate.
- Contact details should be kept up to date. You can do that on the RAANZ website directly (<https://www.raanz.org.nz/myRAANZ.php>) or by letting the RAANZ Administrator know.
- Make sure your instructor endorses your logbook for type ratings, Solo, training x-country flights etc. (all documented in our FieldOps). While it is the Instructor's responsibility to do this, sometimes we need a little reminder!
- No pencil, white-out or erasing in logbooks. Also, don't forget to total up and sign those pages.

We will be conducting ongoing audits, so you may well hear from me in the next year, and I hope to meet many of you.

Scott James

VP and Audit Manager.

INCIDENT REPORTS

Check the box if you agree to the information being being published

Incident Details

Microlight type/model	Savannah
Place of incident	Ocean Beach near Whangarei
Other aircraft involved	No
Describe the incident	<p>Taxiing accident on the beach Having conducted several successful landings on an isolated beach (Ocean Beach) east of Whangarei, I needed a comfort stop, so I full stop landed successfully and deliberately taxied across a little water course to an appropriate area . It was deeper than expected, the front wheel dropped in hitting the bank, causing the front wheel assembly to collapse backwards. The tide was starting to come in so had to pull the aircraft above high tide mark. A friend Reported to Rscue cordination Centre. The aircraft was recovered the next day. This was pilot error. Part 149 / 103 pilot Had conducted Several beach landings under instruction!</p>
Describe the affect on safety	Little risk of personal injury
Remedial action taken	Will conduct more more beach landing training and be more aware of surface conditions
Corrective or preventive action recommendations	Be more aware of surface condtions

NEW SKYDIVE OPERATIONAL ZONE

Effective immediately: Skydive Wanaka is conducting parachute drop activities at a new location.

The Skydive Operational Zone (shown on map) contains skydivers in free fall and under canopy when active. It is recommended to avoid this area.

1. When flying into the Wanaka Basin / Wanaka Airport be aware that Skydive Wanaka is operating abeam Hawea Flat to the east, up to the foothills. Skydiving extends to the southeastern corner of the low flying zone (L966).
2. When flying from the Lindas pass - Track towards the eastern ridge reporting point or Gladstone reporting point located on the eastern side of Hawea Township.
3. When in the circuit remain over the lower terraces of the Clutha river. Keep circuits as tight as practical / safe.
4. Skydiving activity is broadcast on 120.1MHz

