

JANUARY 2022

RAANZ RECPILOT



WELCOME

Welcome to the January issue of RecFlyer. As I put this together, the country is moving to the Red Light setting for Covid. What this will mean for our annual fly-in is a work in progress, so please keep an eye on our Web and Facebook pages for updates.



OVERVIEW:

In this month's issue of rec pilot you'll find some messages from the RAANZ operations manager and Technical officer.

The RAANZ Fly-In has also been cancelled due to COVID. More details on that decision are included.

Thanks for supporting RAANZ! Keep reading the Recpilot issues to keep up with the happenings within RAANZ and the microlight community.

From The Operations Manager

Rodger Ward | 0274932943

I hope the festive season and New Year have treated you well so far and you are refreshed in order to tackle whatever 2022 has to offer.

From a flying perspective I still know that we have one of if not the best regulatory operating frameworks for our type of aircraft anywhere in the world and with the recent blending of SAC and RAANZ I am certain that this will only get better. This blending will take a period of time to finish and I welcome any constructive proposals that may assist. However we must always be mindful that aviation has two minds. Great pleasure on one hand if treated respectfully, great heartache very quickly if not.

As part of the blending process it was a CAA requirement that those operating on a SAC certificate sign and return an Acknowledgement to the RAANZ Admin Officer (<https://raanz.org.nz/wiki/uploads/Admin/SACdeC>) that they accept and would now operate under the RAANZ exposition. This is a requirement for continued use of the SAC certificate. For the most part this has been complied with. Effectively as of the Blending date the SAC Exposition became null and void.

Accidents and Incidents

CAA Part 12 Stipulates when you must report an occurrence to CAA.

Our Exposition details when you must report an Occurrence to RAANZ. Yes this does mean in some situations you may have to report to two parties. Yes it would be great if you only had to report once but unfortunately we are not quite in a situation where this does happen. Work with CAA is ongoing in this respect but in the meantime we urge your continuing compliance with our Exposition to ensure we are kept up to date with what is happening out in the field. Sometimes there is quite a delay between adverse events happening and any response occurring.

Thanks to those that have filed reports over the recent month. Summertime is potentially a beast as far as aviation goes. Be very honest about your currency and don't be afraid to question anything you are not sure about. There are no dumb questions.

I have started my New Year's flying with a very nice trip recently from Rangiora past Mount Thomas then Lees Valley and on to Hanmer for a brief landing then back to Rangiora with a touch and go at Culverdon on the way. It never ceases to amaze me what an amazing countryside we have.



From The Technical Officer

Stan Hyde

Last month I touched on transponders, now your existing old system has only eleven months before it is redundant and ADS-B is the only option if you wish to continue with a transponder. It's time to make that final decision;

- do I pay for the recheck on my old system and only get eleven months for the cost of a 24-month check? (Depending on when your test is due)
- am I going to replace it at the end of this year with ADS-B?

Please remember, if you have a transponder fitted to your aircraft it must have its biannual checks and test up to date. If it isn't, your I/A cannot sign your aircraft as good to go at your annual inspection.

If you have no intention of fitting ADS-B and your existing Transponder check has expired, then you will have to remove it to pass your inspection. (Please don't put it straight back in as your I/A drives out the gate, not a good way to make friends.)

When you sign the owners' statement on the inspection form, you are also signing that you have complied with the appropriate CAA rules required for the new annual permit and transponders are one of these rules (part 91.605). Please read the annual inspection form to understand what you are signing.

If you intend to fit ADS-B, good idea to get onto it now while the CAA grant refund is still available and avoid the mad rush at the end.

Another subject I think worth a note is propellers.

While CAA has given an exemption on the TBO and calendar life of our engines and engine components (on condition program), this does not include continued use of certain propellers once its hours or years specified by the manufacture has expired. CAA have recently made this very clear.

Please check yours and I/As please check at annuals. Time flies and some of these propellers only have five year and 500 hours life. GSC props for example. There is no exemption here to continue using that prop once expired.

If you aren't sure about your prop, check the manufactures website or give me a call.

For those who are thinking of buying your own aircraft, excellent, but do ask the question to avoid possible expensive shocks soon after you take ownership.

Is the engine on condition or due to go on condition?

Remember that not all of our I/As cannot put an engine into this program, we have appointed officers to complete the entry to the On Condition Program. Our I/As assist in this process.

- Is the transponder test current within its 24-month period?
- Does the prop have a service life and when does it end?
- Is the CAA Flight permit correct and in the aircraft? (E.g., a prop may have been changed and the owner hasn't updated the flight permit with CAA.)



HOKITIKA ROADSHOW:

Beachfront Hotel

February 5, 10.30am

The RAANZ Roadshows are put on at RAANZ expense and presented by the RAANZ volunteer executive members. They are an extremely important part of the continuing process of ensuring that our members, pilots and I/As are kept up to date with the constant changes in the way we operate.

It is particularly important that you attend these roadshows in your area, especially for aircraft owners and I/As. There have been considerable changes in how we now operate and what your responsibilities are. Examples are the on-condition program. Does it affect you and what is your understanding of this new process? What is acceptable and what is not. Transponders ADSB. Modification, what is acceptable and what is not. A/Ds, Service Bulletins. Human Factors etc.

Please note these dates and come along. We welcome all questions and discussion from the floor so if you are unsure of what is acceptable or correct in today's world, please ask on the day.

These road shows are open to anyone so let other pilot, owners etc know and to attend if they wish.

See you there.

From the RAANZ Roadshow team.

RAANZ Annual Fly In **CANCELLED**

In the light of the current uncertainty with the Covid levels, the RAANZ Executive has made the difficult decision to cancel the 2022 Annual Fly-in. This decision hasn't been taken lightly and we are aware there will be those of you who have other views. We have chosen to make the call now, before additional costs are incurred, and significant effort by the Pukaki team at Black Stilt.

It is disappointing, but hopefully 2023 will bring us a better environment, and many RAANZ pilots keen to make up for lost time!

Looking For KR Aircraft Stories And Pictures

2022 is the 50th Anniversary of the KR Aircraft.

Given the impact of the KR design on aircraft construction it seems appropriate that it gets extensive coverage in the 50th year since its introduction. If anyone has stories or pictures that they would like to contribute for a future issue of RecFlyer, please email audit@raanz.co.nz

ADMINISTRATION

- Remember there are NO additional fees apart from the \$80/year membership. We will send you a reminder as that falls due (although it is your responsibility to ensure you remain a member in order to exercise z
- Ex-SAC members- we will issue you with a RAANZ pilot certificate on your next flight test or upgrade. But if you want one sooner, just ask.
- There are many ex-SAC members whose new MetFlight logins are not working yet. We are chasing up with MetService, but meantime your old SAC logins should work.
- Ex-SAC Instructors and IAs- keep using the SAC forms. We will use up existing stock before issuing you with the RAANZ equivalents.
- Many members who held both RAANZ and SAC memberships will have duplicate records in our database, causing some confusion. We will sort these out in due course and rationalize the database to one consolidated record for each pilot.
- The RAANZ pilot certificate is non-terminating- it does not have any expiry dates on it. As long as your membership, medical and BFR are current, you are good to go. We will re-issue the certificate on any upgrade, or on request.
- You can log on to see your RAANZ record at <https://www.raanz.org.nz/myRAANZ.php>. Please let admin@raanz.org.nz know if any information needs updating.

**Got Some
Cool
Content?**

**GOT SOME CONTENT THAT
CAN GO INTO REC PILOT?
THIS COULD BE ANYTHING
FROM STORIES, PHOTOS,
JOKES, OR WHATEVER.**

**SEND THEM THROUGH TO
AUDIT@RAANZ.ORG.NZ**

**Thank
you!**