

March 2022

RAANZ RECPILOT



OVERVIEW

WELCOME

Welcome to the March issue of RecPilot.

Following the completion of our Roadshows, several people have requested a copy of the presentation on the Engine on Condition programme. This is now available [here](#).



<https://upload.wikimedia.org/wikipedia/commons/5/5d/3Xtrim3X55TrainerC-IFUF46Rotax912Sinstallation.jpg>

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Thoughts From The Vice President

Scott James | audit@raanz.org.nz



I was reminded on the weekend what a great country and microlight community we have. A cross country with one of my students in perfect weather was going great until we got a very flat tyre, in Greymouth, on a Sunday. One of the locals from the West Coast club stepped up and went above and beyond to help us out, with us eventually making it back over the alps to home.



As part of my role as Quality Manager, I review a number of logbooks, looking at both Student training and Instructor training.

I also talk to instructors and pilots about the RAANZ exposition requirements. It would be fair to say, we could do better. We operate in a relatively open regime, and it is important that we follow our own rules if we want to continue to operate that way. It is up to each one of us to make sure we know what rules apply to us, and to comply with them.

Our Exposition undergoes modifications on a periodic basis (you will see later in this issue there are a couple of recent updates) and as a pilot, you need to make sure you are familiar with the changes. This is especially so for our instructors and ATOs. Make sure you are aware of the limitations of your current certificate (e.g. a Novice Certificate requires you to have approval for any flight) and that you stick within them.

For instructors, ensure that all requirements are met (and endorsed) before moving someone up a certificate or adding a rating.

We are also in the process of updating our online training and examinations. We are taking the opportunity to take the best from the SAC and RAANZ material, and merge/rewrite as required.

The first training update will be FRT0 and the first updated exam will be Navigation. As the new material comes out, take the opportunity to look through it, and refresh yourself. Thanks to the hard workers on the RAANZ exec for their efforts in this – it isn't a trivial job!

From The Operations Manager

Rodger Ward | 0274932943

There have been a couple of changes to our Exposition and these can be found in the “what’s new” tab [here](#).

The first change reduces the PIC hour requirement for a Passenger to 25 hours. Please be aware that this hour requirement like many others is a minimum. Just reaching 25 does not guarantee the rating. The rating is issued after competence and responsibility has been demonstrated.

Having someone else other than an instructor in the right-hand seat is a significant event that is not to be treated lightly. Our Exposition details the requirement for the Passenger rating (2.8 Passenger Rating) and is a necessary read for those that do have the rating.

The second change removes the requirement for some flight about 5000 ft for Cross country training. This brings us into line with other GA training. It is considered that Cross country training will be conducted at an appropriate level for the task at hand.

Part of our recently completed Roadshows dealt with how we process information in order to figure out what is going on and what we might have to do next. Gathering information is extremely critical in this process and sometimes the information is there but we just don’t see it.

One of the barriers that prevent us gathering and processing information is Overload Loss of Cognition or OLOC i.e. there is just so much going on that you lose the ability to process any of it.

This may be a gradual or sudden build-up of events that exceed your ability to deal with them.

You can train for a lot of different and unusual events but if you do end up in an OLOC situation, chances are the aircraft will be taking you to the scene of the crash.

Avoiding OLOC is really the only strategy. Some of the causes of OLOC are;

- A long day
- Weather changes
- Known faults
- Experience / currency
- Sick passenger
- Running out of daylight
- Stress
- Too many bells and whistles in the cockpit.

Tips to avoid OLOC;

- Prepare and plan as much as you can.
- List and discuss the threats ahead.
- Think worst-case scenario.
- Ensure you have spare capacity.
- Know how to use your equipment.
- Set limits.

One of the tools we have to help with the safety and health of our sport is the Fit and Proper Person process ([here](#)).

This is where before entry into the sport a declaration is made detailing any events e.g. criminal convictions, traffic, including aviation, offenses, etc. that may, unfortunately, make you permanently or temporarily unsuitable to join. If any adverse event occurs after you have joined, you are required to advise RAANZ of such.

Declaration of an adverse event does not necessarily mean exclusion but may involve more background work to be carried out.

From The Technical Officer

Stan Hyde



In this article, I'm going to chat about items that have been brought to my attention recently.

First- Selling your aircraft and what is expected from both the seller (Relinquisher) and purchaser. (Taking possession).

If you decide it's time to let your pride and joy move on to a new owner, have a copy of the change of possession forms ready for both parties to fill in and sign their section. (On the CAA website, under 'forms')

If the deal is done and the new owner heads off into the sunset without these forms being filled in, a lot of time can be wasted after the sale trying to get them sorted with both signatures, etc. Have them ready on the day and it saves a lot of frustration later.

Legally, it is the relinquisher's job to pay the transfer of possession fee and nothing will happen at CAA until the fee shows in their bank account.

On occasions, the purchaser may offer to pay this, but whoever it is, please send it to CAA ASAP after the sale along with scanning and emailing the transfer forms to CAA as well.

This will ensure a quicker result from CAA and the new owner can set up his insurance etc. knowing the aircraft is now in their possession and the new Certificate of Registration Form (Light Blue one) will be sent out to the new owner. (This form also has the change of possession on the back and can be used instead of the online CAA forms).

Simple, do it all straight away and all is good. Months can go by if not sorted properly leading to bad feelings between both parties.

Second, If the annual is near due to run out, as the owner, get your I/A to inspect and issue a new annual. Several reasons for this apart from just the right thing to do. We all get in a habit of performing pre-flights the same way every time. In doing this we may miss something that needs sorting, whereas another set of eyes may spot something that you overlooked. Usually minor but good to be put right. The new owner can then feel happier that another person has had a good look over the aircraft as well before the sale day. If you are looking to buy and it's the first time for you, take someone who does know their way around aircraft and logbooks. Your local I/A is a good start. Old saying, "you don't know what you don't know" and in most cases it too late to put things right when the sale is completed.

If the engine is due to be checked to go onto the On Condition Program (OCP), get this sorted as well so the aircraft is right up to speed for the new owner. This area is still causing confusion and I get weekly calls on this subject and am happy to help work through the process. A few I/As still think you can sign off the aircraft as good to go with the engine out of manufactures times; you can't. Yes, complete the aircraft inspection but the engine must go on condition before the aircraft is again airworthy (or buy a new motor, your choice.)



FROM THE ADMINISTRATOR

Stuart Parker | 021 076 3483

Engines can be put on to the OCP before their TBO or Calendar time has expired, and the potential purchaser may ask if you would do that as part of the sale. There is no issue with going onto the program earlier than the expiry time. If this isn't happening and isn't due, ensure the five-year rubbers mandatory has been complied with and logged.

Don't forget logbooks are completely up to date as well. Modifications, maintenance, A/Ds, etc. Good history and record-keeping in your aircraft logbooks can only be a plus to help with the sale.

Third, If you are an I/A and you check and sign off your own annuals, please get another I/A to inspect and sign off the new annual for the sale.

Once again, another set of eyes and both parties can feel satisfied that the aircraft has had a good going over before being put on the market. Due diligence.

RAANZ STRONGLY recommends that I/As don't sign off their own aircraft annuals, especially if they have the aircraft for sale.

All of this to most is common sense and leads to a happy sale where both parties walk away smiling along with still being able to talk to each other when they meet again (we hope).

Don't be scared to call if you need help. If you are unsure about the process, you can guarantee that others are too. We can then add these concerns to the newsletters and help all get a better understanding.

- ex-SAC Instructors and IAs- just reminding you that we will continue to accept SAC BFR Stuart Parker
- Note that AC43-14 Appendix 19 allows TABS (Traffic Awareness Beacon System) equipment in class G airspace.

CHANGES TO OUR EXPOSITION

- Reduced PIC requirement for Pax rating to 25 hours (2.8.1). This brings us more in line with Part 61 requirements, on the basis that a pilot will almost certainly have the required PIC hours and 2-up flight experience on reaching Advanced standard.
- Removed high level navigation requirement for Advanced Local and Advanced National certificate (2.20.2 and 2.21.2). Flight levels for each exercise should be determined by the Instructor as appropriate for that route, terrain and airspace.
- Added Currency Requirements to Exposition. If a pilot has not flown a particular group of aircraft (e.g. weight shift or 3 axis or gyro) in the last 2 years, they will be deemed to be Novice pilots for that group, and will need a checkout by an Instructor before exercising their full certificate privileges for that group.

WHAT'S NEW PAGE ON WEBSITE

- To quickly see what has been added or changed, click on the '*what's new*' link.



Incidents



<https://public-library.safetyculture.io/products/toolbox-talk-accident-reporting>

Aircraft Model and Manufacturer: Zenith 601HD

On 26/2/2022 at approximately 3pm I was practicing forced landings in the Whatawhata area when at +-2450 feet I brought power back to idle to start a simulated forced landing, there was a strong smell of fuel in the cockpit then some fuel visible on the canopy, shortly thereafter the engine failed. I turned off the fuel pump and proceeded with the forced landing procedure, mayday call etc.

The subsequent landing in the field resulted in a nose gear collapse and moderate damage to the bottom firewall area of the airframe and damage to the prop and some engine components radiator oil cooler etc.

Cause of Engine failure was determined to be a broken fuel rail bracket.

This has been reported to the engine manufacturer. (Aeromomentum AM15)

A crankshaft failure in the Aerovee engine of Waix at Whitianga which resulted in the prop departing the aircraft and having to carry out a forced landing at the airfield. Returning to Whitianga from Matarangi when an engine vibration was felt. Downwind 04 when the crank failed and the prop departed. A successful forced landing was completed on the 34 cross runway with no further damage to the aircraft. The crank appears to have failed just inside the front bearing housing.

Membership Changes

NAME	CLUB	CERTIFICATE	UPDATE
Dylan Carberry	Stratford Sport Fliers Club	Novice	Joined
Brett Glass	Whangarei Flying Club	Advanced National	Joined
Ivan Jordaan	Associate	Novice	Joined
Leon Jordaan	Associate	Novice	Joined
John Osmer	Golden Bay Flying Club	Advanced Local	Upgrade
Glyn Jackson	Stratford Sport Fliers Club	Advanced National	Upgrade
Tony Tidswell	Associate	Novice	Joined
Michael Godfrey	Canterbury Recreational Aircraft Club	Advanced Local	Upgrade
John Ruiz	Associate	Novice	Joined
Graeme Wilton	Mercury Bay Aero Club	Intermediate	Upgrade
Alastair Goss	Wairarapa Aero Club	Advanced Local	Upgrade
Peter Finnegan	Associate	Intermediate	Upgrade
Nicolo Parolini	Parakai Aviation Club	Novice	Joined
Shaun ONeill	NZ Autogyro Association	Advanced Local	Joined
Paul Preston	Associate	Advanced National	Joined
Ollie Brooks	SAC client	Intermediate	Upgrade
Paul Dolley	Associate	Advanced National	Upgrade
Andrew Dunstan	Associate	Advanced National	Joined
Nicolas Ellery	Associate	Advanced Local	Upgrade
Blake Taylor	Associate	Novice	Joined
Rowan Brunton	Associate	Novice	Joined
Anne Helliwell	Associate	Advanced National	Joined
Nigel Philpott	Associate	Advanced National	Upgrade
Nicholas James Geer	SAC client	Novice	Joined
Louis Wakeman	Associate	Novice	Joined
Angela McLaggan	Whangarei Flying Club	Advanced National	Joined
Marilyn Bragg	Golden Bay Flying Club	Novice	Joined
Peter Rogerson	Associate	Advanced National	Joined
Frank Babbott	Fiordland Aero Club	Novice	Joined

