

April 2022

# RAANZ RECPILOT



## OVERVIEW

### WELCOME

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Welcome to the April issue of RecPilot.

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## Thoughts From The Vice President

Scott James | [audit@raanz.org.nz](mailto:audit@raanz.org.nz)

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I hope you have been able to make the most of some of the great flying weather we have had, especially in a month with two long weekends. I enjoyed a great Easter flying around the South Island with a group of friends in mostly awesome weather.

Over the last few weeks I have talked to a number of clubs and it seems that there is an opportunity for you to tell the rest of us what you have to offer. Let us share with the rest of our members a summary of your club, what aircraft you have, your facilities, etc. Photos also appreciated. Send them directly to me at [editor@raanz.org.nz](mailto:editor@raanz.org.nz). I look forward to seeing them!

Keep Safe.



# From The Operations Manager

Rodger Ward | 0274932943

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I hope the Autumn is treating you well and you are making the most of the good bits of weather. My Titan and Cri cri are enjoying quite a bit of time in the air 😊 not going very far but anytime they break ground they do generate a large grin.

Whilst it is nice to enjoy time above the ground sometimes it is tempting to rush the process. Flight is not quite like kicking the tyres of the old EH Holden, turning the key and going.

Good aviation practice involves doing a bit of planning and preparation before we hop in and fly.

Funny old thing CAA Rule Part 91.217 also is quite clear that there is some preflight work required.

## 91.217 Preflight action Before commencing a flight,

a pilot-in-command of an aircraft must obtain and become familiar with all information concerning that flight including—

1. Where practicable, the current meteorological information; and
2. The fuel requirements; and
3. The alternatives available if the planned flight cannot be completed; and
4. Any known or likely traffic delays that have been notified by ATS; and
5. The status of the communication and navigation facilities intended to be used; and
6. The current conditions of the aerodrome and runway lengths at aerodromes of intended use; and
7. Any take-off and landing distance data contained in the aircraft flight manual; and

8. In the case of aircraft powered by two or more engines— (i) engine inoperative procedures; and (ii) one engine inoperative performance data.

Seems like common sense really but accident data reveals that quite often not all steps are followed.

### There is no excuse for;

- Landing on a closed runway because you hadn't read the NOTAM,
- Turning the wrong way in the circuit because you hadn't read the plate or it didn't suit you at the time.
- Exposing your aircraft and yourself to Met conditions that are outside of what you or the aircraft are capable of handling.

Met conditions are always a significant consideration before any flight but even more so when the flight involves mountainous terrain. We do have relatively easy access to some significant terrain which can supply much enjoyment but it must at all times be treated with the utmost of respect. Again accident data reveals that this respect has not always been given resulting in tragic results.

The programme for Local and National Cross Country do involve exposure to Mountainous areas if suitable areas are available. I think that most parts of the country do have areas that are suitable for instruction in the basic concepts of Mountainous Area flight. Do not hesitate to seek further advice or Instruction if you are unsure about any aspect.

CAA provide a wide range of GAP ( Good Aviation Practice ) booklets and there is a very good one on Flight in Mountainous Areas.

<https://www.aviation.govt.nz/assets/publications/gaps/caa-gap-mountain-flying-may-2021-web.pdf>

# From The Technical Officer

Stan Hyde

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Over the last few years, we have seen a number of GA aircraft owners deciding its time to get rid of the gas guzzling, high cost maintenance old faithful and move into the Microlight world to a more modern, economical, fast shiny new machine. Great idea but with this move you need a new mind set towards maintenance and what your new responsibilities are.

I will keep things as basic as possible and point out the minimum differences in case you are still a bit stuck in the GA world of maintenance now that you own a microlight.

So, you have sold your old Cessna for example, that you have had for the last 20 years. Sad to see it go but these modern microlights look great, and you have now purchased your new shiny bright microlight.

Not studying much about the maintenance requirements with your microlight and haven't read or studied CAA part 103 or looked at the RAANZ website, you carry on as usual.

Your microlight annual sticker says its inspection is due soon and RAANZ have sent you a notice to contact your local I/A and book a time for the annual inspection. Strange, your Maintenance facility for your Cessna usually rings and books a time for you to drop it to them. You drop it off, leave it with them while they sort your annual, A/Ds, logbooks (that in most cases they hold) etc. They will then ring you when finished, send you and invoice for a largish cash extraction and you put the plane back in your hangar, job done for another year.

Now back to your new machine. You track down one of these I/As and ask if they can look at your aircraft as the annual due. A date is set but because you left it a bit late, your annual had expired

Not to worry you think to yourself and keep flying until the I/A turns up. Why, because you have a 10% extension on your annual expiry date don't you? Sorry not in the microlight world - it expires on the date on the sticker in your aircraft and the inspection form in your logbook. First mistake you have made as you continue in your old GA ways and not being familiar with the microlighting rules. Not great for insurance if something was to happen either.

Well, the day has come, and the I/A turns up, you open the hangar and there it is, your new machine, not cleaned but as put away from your last flight, no inspection covers, cowlings, wheel covers off or anything done ready for inspection. The I/A at this stage showing signs of not being too impressed, you don't understand but you tell the I/A you're off for a coffee while he sorts the job and will be back later. No sign of maintenance being attended to and not sure where your logbooks are. Soon after the I/A drives off and never seen again.

## **Basically, this is the difference:**

GA aircraft as above, you drop off when told, pick up when told, grit our teeth, and pay the invoice, end of.

Microlighting (part 103) is very similar to your car warrant.

You know when it is going to expire, and you book it in with your local inspector (Garage) before it does. (In plenty of time).

You have the logbooks all up to date, maintenance, A/Ds etc. all sorted and signed off.

The plane is cleaned with every possible cover, cowling etc. off ready for the inspection. You will also be up to date with the aircraft and engine servicing as required. Then your I/A inspects all of the aircraft and logbooks and checks the CAA Flight permit (must be in your microlight) to ensure he is inspecting the correct aircraft, prop, and engine.



# From The Technical Officer

Stan Hyde

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If all is good, the I/A will pass the inspection, sign all three of your logbooks as passed, give you the blue copy of the inspection form for you to stick in your aircraft logbook and put a new Validation sticker in your aircraft with the new expiry date. Please stay to assist during this process. It's also look and learn time for you as you are new to microlighting.

If there are a few things that need repair or sorting (Defects), the I/A will give you the list and set a date to re-inspect and pass. These repairs must be completed and logged before the I/As return.

Sound like a lot of work compared to the old 152 and it is, but that is microlighting and you must keep on top of it yourself. If you don't feel comfortable with this, then please pay someone capable to do this work for you.

If Your I/A will also have certain tools that you may not for testing engine specs etc., ask if he can help do these before the inspection date so they come prepared and don't have to revisit.

This warrant type system works very well, and all is good if we as microlight owners understand the process. It is as you see, considerably different to GA aircraft. Keeping it simple always works.

Modifying your microlight is another story for another day so. Check with us before you put your great idea into place. (please)

Examples like these are what we as I/As are coming across from time to time so I hope this helps.

Give me a call if you have any questions.

## Membership Changes

Philip Penney	Geraldine Flying Group	Novice	Joined
Hamish Haywood	Whangarei Flying Club	Novice	Joined
Alexis Maurenbrecher	Canterbury Recreational Aircraft Club	Advanced Local	Upgrade
Paul Preston	Fiordland Aero Club	Advanced National	Appointment
Nicholas Beets	Whangarei Flying Club	Intermediate	Membership
Karen Eden	SAC client	Advanced Local	Upgrade
Emma Harrison	SAC client	Intermediate	Upgrade
David Kay	SAC client	Advanced National	Upgrade
Blake Taylor	Associate	Novice	Exam
Kennedy Millward	SAC client	Senior Flight Instructor	Upgrade
Bruce Stevenson	SAC client	Flight Instructor	Membership
Hugo Visser	Associate	Advanced National	Joined
John Turner	NZ Autogyro Association	Novice	Exam
Alex Changchreonkul	Parakai Aviation Club	Novice	Exam
Bryce McGhie	Hawkes Bay and East Coast Aero Club	Novice	Card reissue
Frank Babbott	Fiordland Aero Club	Novice	AFR/BFR
Steffan Van Uffelen	Associate	Novice	Joined
Zane Fremaux	Manawatu Aviation Club	Novice	Joined
Raymond Neil Carrick Johnstone	Associate	Novice	Joined
Richard Pollard	Whangarei Flying Club	Novice	Joined
Toby Fisher	Whangarei Flying Club	Novice	---
Nathan Glen	Associate	Novice	Joined

