

OCTOBER 2022

# RAANZ RECIPILOT



## OVERVIEW

## WELCOME TO THE OCTOBER RECIPILOT ISSUE

This month we have a reminder about the upcoming RAANZ AGM being held at Te Kowhai.

You can also find some great tidbits of information aimed at ensuring the person who bears the responsibility of flying our great machines isn't the weakest link in the chain. Take a second to read these and ensure they're weaved into your mentality every single time you get into the cockpit.

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## From The Vice President

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The end of the year is fast approaching! That means it is time for our AGM. This year we will be holding the AGM at Te Kowhai airfield, on November 19 (11 am until 1 pm). We will also be making attendance available via Zoom to allow as many as possible to attend. Information is posted here (<https://raanz.org.nz/wiki/pmwiki.php?n=Admin.AGM>)

We are very fortunate in New Zealand to have the freedoms associated with our Part 149. These are freedoms we have to continue to work for and the RAANZ executive puts a lot of hours in to ensure we can maintain them. This includes;

- The RAANZ Engine on Condition programme which took many 100s of hours to get approval for and to continue to operate.
- Increasing pressure from the CAA on ensuring our members comply with the rules that are in place. You may have noticed increased checking of compliance over the last couple of years.
- Additional education. The roadshows, instructor newsletters, and (hopefully) this improved RecPilot. We are also very close to releasing a new online training/exam system.

If you are one of those out there who have ideas for what RAANZ could do, or would like to contribute to the work, we would love to have you put your hand up for the Exec. The nomination form can be found here: <https://raanz.org.nz/wiki/uploads/Admin/AGM%20nomination.pdf>

# ANNUAL GENERAL MEETING

## Membership

We have noted that there are a number of our members who are not current with their membership. It is a requirement of Part 149 that you must remain a member of the 149 organisation that issued your certificate. That is – if you are not current, you are not legal to fly. If you decide not to renew your membership for any reason, a quick email to our Administrator ([admin@raanz.org.nz](mailto:admin@raanz.org.nz)) would be appreciated. If you want to check that your membership is current, you can go to <https://www.raanz.org.nz/myRAANZ.php>. Instructors, please check that memberships are current before completing the BFR forms.

## Membership Details

In addition to making sure you are current with your membership, please also remember to update your information if it changes. This includes phone, address, and email information. If you have received this newsletter in the post – that means we have no email address for you. Email is now our primary means of communication and you may be missing important update information.

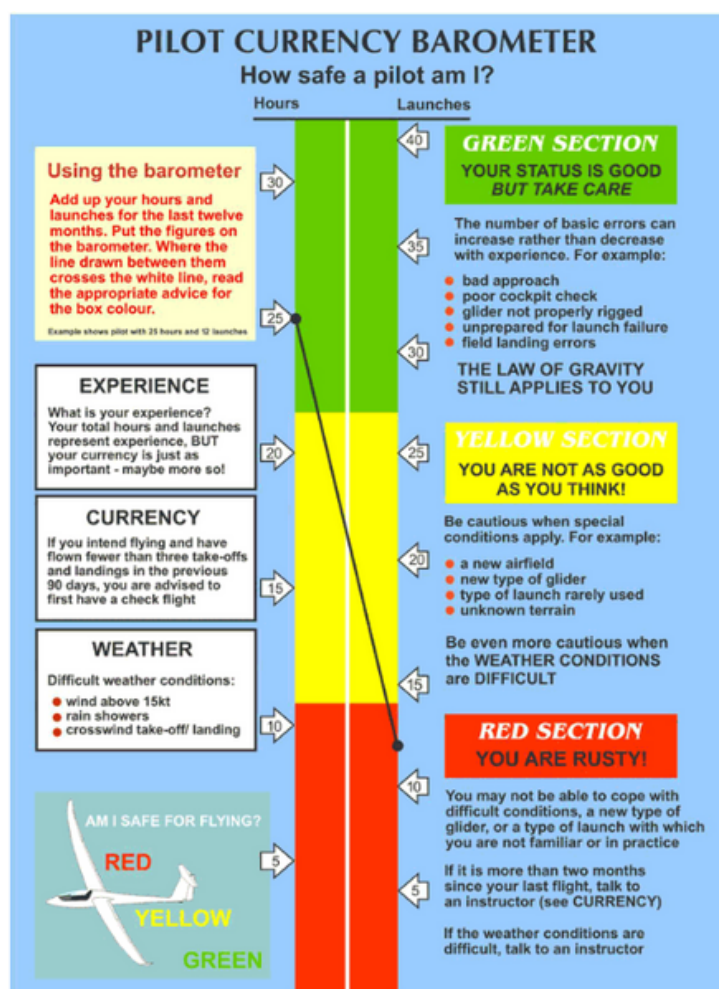
## Administration Notes

### Pilot currency checks

With the good weather's arrival, many pilots are clearing the cobwebs off their aircraft and getting back in the air.

It's also a good time to check the pilot for cobwebs.

The gliding fraternity has a simple currency barometer to help- instead of launches, use the number of flights in the last 12 months.




### Pre Take-off checklist

We are doing another print run of Pre Take-off stickers.

These are aimed at the more advanced aircraft where a simple CHIFTA check is inadequate.

If you need some please let [admin](#) know.

 <b>PRE TAKE-OFF CHECKLIST</b>	
<b>T</b>	TRIM- set THROTTLE- idle, friction
<b>M</b>	MIXTURE- rich, choke off
<b>P</b>	PITCH- fine
<b>F</b>	FUEL- level, both tanks, pump on FLAPS- set
<b>I</b>	IGNITION- mag check, both ON INSTRUMENTS- Ts & Ps OK, set
<b>H</b>	HARNESS- secure HATCHES- closed
<b>C</b>	CONTROLS- full & free
<b>E</b>	EMERGENCY- action plan
<b>L</b>	<<<< LOOKOUT >>>>

# OPERATIONS

This month's Ops article is again focused on a large aircraft. I apologise for not using light aircraft data but the processes are the same and large aircraft reports contain a lot of very good detail.

On Nov 4 2010 QF32, a quite new Airbus A380, departed Singapore bound for Sydney with a total of 469 people on board. Passing through 7000 feet on the climb out number 2 engine suffered a catastrophic failure when the aft end of the engine disintegrated due to a lack of oil and sent bits of the engine through the airframe creating significant damage to electrical, hydraulic and structural components of the aircraft.



The A380 is a very complex aircraft with a multitude of screens (although maybe not quite as many of some of our newer aircraft!), and warning systems. The warning systems started having a frenzy detailing the multitude of systems failures (around 54 in total) and started suggesting fixes for most of them. Some of the failures were outside the scope of what the system was designed to cope with.

There was effectively an information overload situation in the cockpit and after a period of time, the crew ignored most of the failure notifications and went back to real basics.

The Crew reverted to pretending their jet was a Cessna trainer. I.e. Look out the window, fly the aircraft, work out what was working and formulate a plan to get the aircraft safely on the ground. They landed the badly degraded jet back in Singapore stopping with less than 100 metres left of a very long runway.

They did have the advantage of there being 5 people on the flight deck on this particular occasion so they could bounce ideas around.

**In our world, you are effectively operating in a single pilot environment where you are it.**

**It is essential that good basic procedures and habits are learnt well from the beginning and practised on every flight. Think about the “what if’s”. Do you have a plan?**

The cause of this event that could well have claimed the lives of all on board was the failure of an oil line fitting, measuring around 75mm long by 30mm diameter, that had been machined off-centre. This created a thin wall on one side that after not too many hours in service said “I’ve had enough” and broke thereby not allowing any lubrication to the aft of the engine.

Investigation into the manufacture of the part showed a gradual drift downward in manufacturing standards and limited quality control.

**Any Accident will be the culmination of a series of minor events or incidents.**

**Any Accident does need to be reported.**



# OPERATIONS

It is also essential that incidents, i.e. events that affect the safety of an aircraft not resulting in an Accident, e.g. lucky stuff, are reported.

Getting this data is not designed as a starting point to punish anyone but is used to detect trends and provide timely advice and or training well before the Accident and its resulting mayhem occurs.

Not reporting is a selfish act. Your lucky escape could well be fatal to the next person who ends up in the same situation that you have just been in.

As Sully from successfully landing the A320 on the Hudson River after a double engine failure said "Integrity is doing the right thing however inconvenient it may seem"

## Membership Changes

Harley Brighthouse	Associate	Novice	Exam
Aaron Wakelin	Gore Aero Club	Novice	Exam
Richard Cook	Gore Aero Club	Novice	Exam
Richard Prentice	Bay of Islands Aero Club	Novice	Exam
Samuel Raj	Wairarapa Aero Club	Novice	Exam
Louis Wakeman	Associate	Novice	Exam
Peter Frew	Associate	Novice	Exam
Henry Savill	Associate	Novice	Exam
Peter Carter	Canterbury Recreational Aircraft Club	Novice	Exam
Hayden Ross	Associate	Novice	Exam
Dino Damiani	Associate	Novice	Exam
Harold Prendergast	Fiordland Aero Club	Novice	Joined
Ryan Holland	Associate	Novice	Joined
John Milne	Associate	Advanced National	Joined
William Jackfield	Associate	Novice	Joined
Xavier Gregory	Parakai Aviation Club	Advanced Local	Upgrade
Gerrard Grovedale	Associate	Advanced National	Upgrade
Arthur Warner	Gyrate Flying Club	Senior Flight Instructor	Upgrade
Ali Shokri	Waikato Microlight Club	Advanced National	Upgrade
Toa Carney	Feilding Flying Club	Intermediate	Upgrade
Wayne Genet	Canterbury Recreational Aircraft Club	Advanced Local	Upgrade
Lionel Green	SAC client	Senior Flight Instructor	Upgrade
Duane Keenan	Associate	Senior Flight Instructor	Upgrade
Oliver Plowright	Whangarei Flying Club	Intermediate	Upgrade
Darcie Neil	Associate	Advanced National	Upgrade
Toby Vantveen	Canterbury Recreational Aircraft Club	Advanced National	Upgrade

## FROM THE PAST



**RAANZ CEO Evan Gardener with his “new” Rans S6 in 1992**

