



# Recreational Pilot e-zine

Issue 40

November 2010

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## Incident/defect reports

Members- to notify incidents or defects, [use our reporting forms](#).

None received this month

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## Checked your Flight Permit lately?

All Class 2 microlight aircraft require a Flight Permit.

Up until a couple of years back these were **terminating** Flight Permits, with a specific expiry date. CAA then changed to **non-terminating** Flight Permits, and required that all aircraft owners applied for new permits to switch across to the new system.

In fact the old permits are now no longer valid, and if you are involved in an incident you may find your insurance company- or worse, the other party's insurance company- looking for excuses for you to pay out rather than them.

There are many aircraft out there still with the old permits, and CAA would like to clean this up. In most cases this will be a simple exercise- just contact the CAA and request a new permit. Some more problematic aircraft may require a re-inspection.

Aircraft owners- have a quick check that you hold a non-terminating Flight Permit. IAs- make sure you sight the non-terminating permit before ticking the box in the inspection form.

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## Got your new VNCs?

The new series of VNCs are now available from Airways, and become current 18<sup>th</sup> November.

There are some changes to airspace, for example around the Christchurch/Rangiora area, so toss your old charts, get the new ones, and stay out of trouble.

Remember, it is a legal requirement to carry current charts on any cross-country.

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## Looking at buying a transponder?

Airways are advising that around 2018 the existing secondary radar heads around the country (the things that interrogate your transponder) will need refurbishing or replacing. Their plan is to convert to ADS-B at that time.

ADS-B (Automatic Dependent Surveillance- Broadcast) is a system where aircraft transponders don't need to be pinged by a ground station, but periodically broadcast their ID, altitude, position, heading and velocity data to anyone who is listening. Anyone (ATS, other aircraft) equipped with the appropriate ADS-B receiving equipment gets comprehensive info of all traffic in the area.

Much cheaper for Airways than replacing and maintaining the expensive electronics and mechanics of the radar heads. And they can improve coverage simply by installing relatively low-cost ADS-B receivers where needed. But it requires that every aircraft is equipped with an ADS-B compatible transponder- Mode S is required, Mode C will not be compatible. No ADS-B compatible transponder- you are not visible to the system.

**Airways' plan is that all controlled airspace from the ground up will be ADS-B transponder mandatory.** The current non-TM layer at some airfields may go. Unattended fields with significant commercial traffic may become TM. If you are flying in other than class G airspace, you will need to be ADS-B transponder equipped.

The benefits to Airways and commercial traffic is obvious and real. Lower cost, improved coverage. Real time, accurate position and vector information on all aircraft in the vicinity. Think smart 3-D traffic displays, improved TCAS conflict prediction and avoidance in the cockpit as well as the tower.

The cost to recreational fliers is also obvious and real. If you fly exclusively in class G airspace then it is not an issue. But most of us, at least from time to time, do use controlled airspace and will be affected. RAANZ, along with other recreational aviation organisations, will be lobbying Airways to help ease the impact, for example: retain non-TM transit lanes and corridors to facilitate flight around bottlenecks (eg Auckland, Paraparaumu/Wellington/Cook Strait, Christchurch); retain a non-TM layer around recreational intensive airfields; subsidised ADS-B transponders.

It is still early days and the details will evolve, but it is clear that ADS-B is on the horizon. If you are looking at buying a transponder now, it may make sense to ensure that it is future proofed and consider a **Mode S ADS-B OUT (1090 ES) capable transponder**. But be aware that things move fast in the electronics world, and it may be that by 2018 a fully integrated ADS-B black box (GPS receiver, altitude encoder, Mode S transponder, possibly even ADS-B receiver) is the better way to go. There will certainly be a lot of Mode C transponders in the junk pile.

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## Vertical separation at airfields

In the light of the preliminary report from TAIC on the recent midair at Feilding, a heads-up regarding maintaining vertical separation at airfields is timely.

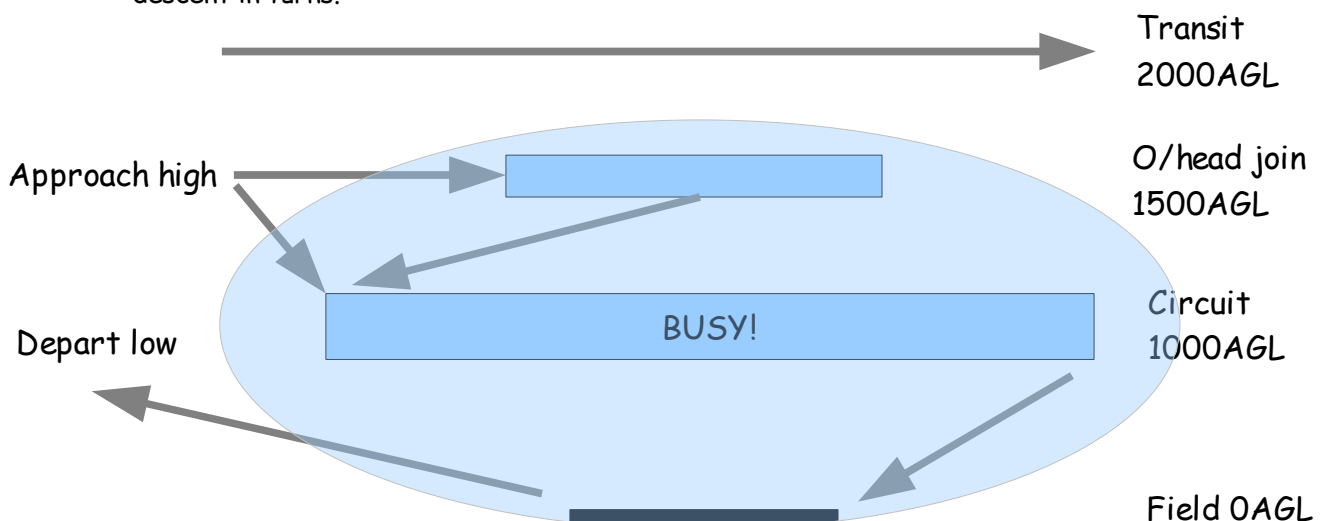
We have more to consider than a car or train driver in that we operate in a 3-dimensional space. That third dimension of altitude increases our workload (being aware of and maintaining our position in 3-D), but it also gives us a valuable option for maintaining separation from other aircraft.

Consider this- you and another aircraft are on converging paths to the same waypoint, and will pass with only 500ft separation between you. Which would you rather have- 500ft horizontal or 500 ft vertical separation?

500ft horizontal should have your eyes on stalks and you should seriously consider altering your heading to increase separation. 500ft vertical will still have your eyes wide open, but once you have confirmed you do indeed have vertical separation, you will likely be quite comfortable passing each other. The reason is maintaining and reporting altitude is easier than maintaining a reported position. Unless we are flying a helicopter, we can't hold position- we have to keep moving!

Around unattended airfields with a mix of approaching, in-circuit and departing aircraft, vertical separation is like gold...precious stuff!

- There is a slice at 1000ft AGL (and 500ft for low performance microlight aircraft) around the field owned by in-circuit aircraft. **Keep out of that slice unless in circuit.** They are busy enough following the guy in front, watching the field, preparing for landing. An unexpected aircraft cruising through at 1000ft is not welcome!
- **Transit well above circuit altitude** (2000AGL if able), or well clear of the circuit.
- **Approach high** (1500AGL), descend and join the circuit at circuit altitude (1000AGL).
- Circuit traffic must be **established and sighted** before joining the circuit. If on doubt, do an overhead rejoin (1500AGL)
- **Depart low** (not above 1000AGL) until well clear of the circuit. That keeps you clear of approaching or transiting aircraft.
- Be professional and precise in maintaining altitude- **plus/minus 100ft**. And watch for climb or descent in turns.



Vertical separation only works if you and the other guy have an altimeter, in good working order, and set to correct QNH. Make it a practice to check your altimeter calibration prior to every take-off- just set the area QNH and check it displays field altitude. If it is out by more than 100ft, get it fixed. Your life may depend on it.

Note also that some fields have special circuit procedures- no overhead rejoins (Paraparaumu), overhead rejoin mandatory (Rangiora), special circuits (Waiheke Island). Always consult your AIP Vol 4 landing charts and make sure they are up to date as there have been a number of recent changes

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## Member contributions

Members- if you want to contribute, [email your article](#).

None received this month.

That article you were going to write would have been published here.

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## What's on

Want your event listed here? [Email me](#)

**Black Sands Fly-in**  
Raglan Airfield, Nov 6-7  
SAA [www.saa.org.nz](http://www.saa.org.nz)  
[bmcooke@waikato.ac.nz](mailto:bmcooke@waikato.ac.nz)

**Athbey Farm Fly-in**  
Woodville, Jan 1 2011  
See poster at end of this e-zine

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## RAANZ AGM

The RAANZ AGM will be held on

**Saturday November 20**  
**11:00am**  
**Kapiti Aero Club clubrooms**  
**Paraparaumu Airfield.**

**Arriving aircraft-** MBZ, note special VFR arrival/departure procedures in AIP Vol 4, 1000ft circuit, no overhead rejoin. If unfamiliar with the field, get a briefing from your instructor. RAANZ will cover all landing charges.

**Proxies-** It is important we get at least 50% quorum. Please make sure your club is represented in person or by proxy. You may give your club proxy to any member attending, or by notifying RAANZ.

**AGM documents-** notice, remit forms, proxy forms, nomination forms are available off our website.

**Remits-** The following remits have been received. The website will be updated as new remits are received. Remits will also be accepted at the AGM. It will help for your club to come to a decision on these remits, and ensure your vote is made (in person or proxy) at the AGM.

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### 1 Official notice Proposer- RAANZ exec

Change clause 14.1 of the Constitution from

Notices of all Annual and Special General Meetings of the Society shall be given to each member not less than 14 days prior to the meeting and shall be deemed to be duly given if posted to the last known registered office of each member not less than twenty one (21) days prior to the date of the meeting.

To

Notices of all Annual and Special General Meetings of the Society shall be given to each member not less than 14 days prior to the meeting and shall be deemed to be duly given if posted to the last known **address or emailed to the last known email address** of each member not less than twenty one (21) days prior to the date of the meeting.

Discussion

This change is to correct a typo (registered office) and also allow email notifications. RAANZ maintains a member database with both last known addresses and emails. Email is the preferred (lower cost, more immediate) means of communication with members. Approximately 60% have known/current email addresses. In cases where there is no current email address, members will be continue to notified by post.

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## 2 Quorum

Proposer- RAANZ exec

Change clause 15.1 of the Constitution from

The quorum at Annual, Special and General Meetings of the Society shall consist of at least fifty percent of the membership present in person or by proxy.

To

The quorum at Annual, Special and General Meetings of the Society shall consist of at least fifty percent of the membership present in person or by proxy. **In the case of an Annual or General Meeting, if the quorum is not met the Chairman shall be deemed to hold the necessary proxy to achieve a quorum. The Chairman may use this proxy to facilitate the progress of the meeting, but may not use it to approve significant or Constitutional changes- he/she must exercise a conservative status quo vote.**

Discussion

It is often difficult to reach a quorum for a routine Annual or General meeting if there are no contentious issues. This change will facilitate the completion of constitutionally required meetings where member interest is low. The restriction to Annual and General Meetings, and the requirement for a conservative vote will prevent significant change being railroaded through without due process.

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## Membership changes last month

Shane Mist	Northern Recreational Flying Club	Upgrade
Derek Mohi	Central Hawkes Bay Aero Club	FRT0
Chris Johnstone	Waikato Microlight Club	Joined
Andrew Parsons	Waikato Microlight Club	Exam
Paul Ellison	Bay of Plenty Microlight Assn	Upgrade
Hamish Hamilton	West Coast Microlight Club	Joined
Mark Morrison	NZ Autogyro Association	Joined
Dmitri Koubantsev	Canterbury Recreational Aircraft Club	Joined
Graham Johnson	Canterbury Recreational Aircraft Club	Joined
Gavin Waugh	Nelson Microlight Club	IA appointment
John English	Canterbury Recreational Aircraft Club	Joined
Bruce Burdekin	Canterbury Recreational Aircraft Club	Joined
Rainier Bron	Waikato Microlight Club	Joined
George Pirie	Waikato Microlight Club	Joined
Cassian Steidle	Waikato Microlight Club	Joined
Neville Armstrong	Canterbury Recreational Aircraft Club	Joined

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# ATHBEY FARM



## MANAWATU MICROLIGHT CLUB

### Annual New Year's Day fly in

The Worlds first New Years aviation event

All aviators and aircraft types welcome

Date: 1<sup>st</sup> January 2011

Time: In time for mid day lunch. (small charge)

Place: "Athbey Farm" airstrip Woodville

How to find: 4 NM NE Woodville approx 1 NM west of SH2 on a line, Papatawa highway/rail over bridge - Whariti peak. 620m x 28m, vectors 31/13, 490 ASL  
40° 18' 09 S    175° 54' 51 E

Caution: West end displaced threshold has trees, two storey house and power wires. Woodville is well known for fog, wind and turbulence. If unsure of you and your aircraft capabilities, please contact a MMC instructor.

Past visitors have been, C 150, C172, C188; Rallye; Piper PA 28 & PA 22; FU 24 950 & Cresco; Rand Kar Xair; Avid Speed wing & STOL; Meteor Sky arrow; Jodel D9 & D11; Rans S6ES; Gardan Minicab (& UL); Pelican; Alpi 200 & 300; AirBorne Outback; Fisher Horizon; Rans S-9; Savannah; Maranda; Tecnam P 92 & P 96; Zlin 37T; Skyfox Gazelle; Zenair CH 200, 601 & 701; DH Chipmunk Mk 22; Jabiru; Stolp V Star; Europa Tri Gear; Bantam B 22 J; RV 10; Sonerai; Drifter; Pitts S-1D Special; Auster J1; Titan T51 Mustang; RF Dominator (& Sub4 tandem), Bensen B8m, Magni Gyro 2000T.

Ground support crews will find "Athbey Farm" airstrip on Valley Road, via Condoit or Pinfold Roads off SH2 north of Woodville.

For further information and contacts,

Club President 027 3569787

Club Captain 06 3287882

Club CFI 027 2408500

Clubhouse 06 3239861

Or [www.thisiswoodville.co.nz/pages/about-us/unique-to-woodville.php](http://www.thisiswoodville.co.nz/pages/about-us/unique-to-woodville.php)

World First Aviation event in the world each New Year