



# Recreational Pilot e-zine

Issue 55  
February 2012

## From the RAANZ office

### Pilot Documentation Responsibilities

Being a pilot brings with it responsibilities beyond those for driving a car. There are certain mandatory requirements in aviation for ensuring that pilot documentation is current and correct. A few occurrences and incidents over the last year have highlighted discrepancies in documentation by some pilots that have come to the attention of CAA. No traceability of hours flown, lack of appropriate certification and poor instructor appreciation of process are just a few of the issues raised.

***It is essential that these records are maintained regularly and that all the boxes are ticked and signed off when required. It is important that all instructors are aware of their responsibilities with respect to RAANZ documentation and processes.***

Ultimately it is the individual pilot's responsibility to ensure that they are current and have the appropriate up to date certification.

- It is not all right to fly if you do not have an appropriate licence or certificate.
- It is not all right to fly if your BFR has expired.
- It is not all right to fly if your medical is not current.
- It is not all right to carry a passenger if you do not have a 'passenger rating'.
- It is not all right to fly if your RAANZ membership has expired.

By keeping up to date log books will provide traceability and records of a pilots achievements. This should be done within 7 days of a flight.

- All milestones and certification upgrades achieved during training should be signed off by the instructor.
- All type ratings should be signed off by the instructor.
- All BFRs should be signed off by the instructor

All correctly filled in log books etc. should be presented by the pilot at BFR/certification time or the instructor may not be able to complete the documentation required and may ask for you to return another time. The instructor should ensure that all the fields are completed on the CMV form then along with appropriate fees forwarded it to RAANZ such that documentation and certification can be processed as timely as possible.

Correct documentation and records are a requirement and there really is little effort involved. When it matters it will keep the regulators and insurance companies happy and yourselves squeaky clean.

**Bill Penman/RAANZ Operations Officer**

*Editor's note- this article is in response to a recent CAA investigation where documentation was found to be seriously inadequate and the parties concerned facing possible prosecution. **Pilots-** keep your logbooks up to date, and present them at BFR and Annual Inspection time. **Instructors-** check off all items on the CMV/FPV forms and sign off in the logbook. That way you both are covered.*

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**Airworthiness Directive – Rotax 912 and 914 Series Engines**

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This AD is prompted by EASA receiving a report of finding a deviation in the assembly process of oil pump attachment bolts during a production review, which may have resulted in a latent defect in a limited number of engines. The affected bolts may not have been tightened to the specified torque value which could result in oil leaks and a loss of oil pressure. This AD requires a one-time inspection of the oil pump installation and a torque check of the oil pump attachment bolts.

**DCA/ROTAX/27     Oil Pump Attach Bolts – Inspection and Rework**

**Applicability:** Rotax 912 S2 and 912 S3 engines, S/N 4,924.287 all through to 4,924.295, 4,924.300 all through to 4,924.304, 4,924.342 all through to 4,924.350, 4,924.352 and 4,924.353.

Rotax 914 F2 engines, S/N 4,421.079, 4,421.080 and 4,421.081.

These engines are known to be installed on, but not limited to the following types of aircraft: 3-i Sky Arrow 650 TC, 650 TCN, 650 TCNS and 710 RG; Aeromot AMT-200 Super Ximango and AMT-300 Turbo Super Ximango; Aircraft Philipp (formerly Alpha-Werke; Nitsche) AVO 68 series Samburo; Aquila AT01; Cessna 150 and A150 series; and (Reims) F150 and FA150 series; Diamond (formerly HOAC) H 36 Dimona, HK 36 series Super Dimona, DV 20 Katana and DA20-A1 Katana; Evektor-Aerotechnik EV-97 VLA; Grob G 109; Issoire APM-20 Lionceau; Scheibe SF 36R and SF 25C; Stemme S10-VT; Tecnam P 92-J, P 92-JS and P2002-JF; W.D. Aircraft D4 Fascination.

**Note:** The installation of these engines may have been accomplished by the respective aircraft manufacturer or by an aircraft modification through a STC.

**Requirement:** To prevent oil pump failure due to possible oil pump leaks which could result in loss of oil pressure and loss of engine power, accomplish the following:

1. Inspect the engine oil system and check the torque of the oil pump attachment bolts per the instructions in section 3 of BRP-Powertrain ASB-912-060 or ASB-914-043 both dated 26 January 2012 as applicable to the engine type.

If any defects are found accomplish all the applicable follow-on inspections and corrective actions per the instructions in section 3 of ASB-912-060 or ASB-914-043 as applicable.

2. An engine affected by this AD shall not be installed on any aircraft unless the engine is in compliance with the requirements of this AD.

(EASA AD 2012-0019-E refers)

**Compliance:** 1. Within the next 4 hours TIS or by 28 February 2012 whichever occurs sooner.  
2. From 28 January 2012.

**Effective Date:** 28 January 2012

## Events

### Easter fly-in at Grant's farm, Taieri

See poster at end of this e-zine.

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## Membership changes

Paul Godfrey	Canterbury Recreational Aircraft Club	Advanced National	Upgrade
Dieter Dallmeier	Gyrata Flying Club	Advanced Local	Upgrade
Angus Kebbell	Wairarapa Ruahine Aero Club	Intermediate	Upgrade
Trevor Jefferis	Gyrata Flying Club	Novice	Joined
James Hodge	Canterbury Recreational Aircraft Club	Advanced National	Joined
Jason Scott	South Canterbury Microlight Club	Novice	Joined
Michael Foley	Manawatu Microlight Club	Novice	Joined
Matthew Dixon	Canterbury Recreational Aircraft Club	Novice	Joined

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## Looking for somewhere to fly at Easter?

Tom and Jeanette Grant are hosting a flyin on their property at Fairfield Dunedin. Some accommodation is available in their B&B at no charge. Camping or sheds are available for overflows, just take your sleeping bag. Partners and friends are welcome.

Food will be available at a nominal charge.

There are 2 runways each 1,000ft (see attached photo)

If you prefer a longer strip Taieri Airfield is only 5 minutes away and transport will be available.

Music on old vinyls or electronic organ if a player is available, so practice your short landings and come and have fun.

Advise your intention if possible.

Grants Farm  
151 Old Brighton Road  
R.D.1  
DUNEDIN

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