

Member contributions

Flying Lions (South Africa)

from Peter Steers

How's this for perfect balance.

Early morning anglers are treated to the spectacle of four T6 Harvard aircraft from The Flying Lions Aerobatic Team water-skiing across the Klipdrift Dam near Johannesburg, South Africa.

Arnie Meneghelli from Academy Brushware, owner of the aircraft, had this to say, 'What we did today I believe is a world first. It illustrates that South African air show pilots are amongst the best in the world.' This unusual act, approved by the South African Civil Aviation Authority (CAA), and supported by Castrol Aviation, was meticulously planned and took place under the watchful eye of divers and paramedics that were on site.

Extremely skilful even looking ahead... but doing it while keeping formation... WOW!!!
This was pretty daring. Just one little ripple or downdraft, etc. and it would all be over!



RTF procedures at unattended fields (119.1)

from CAA Vector July/August 2012

At an uncontrolled aerodrome (and that includes aerodromes with aerodrome flight information service), you are responsible for your own sequencing and collision avoidance. Lookout, 'listenout' and good RTF practices are crucial to safe operation. Make clear and accurate calls, which will assist other pilots with situational awareness.

It is also good airmanship to repeat the name of the aerodrome in the transmission, as often the aerodrome name can be clipped and the call becomes meaningless. For example:

»» ***“Waimate traffic XYZ downwind two two Waimate” instead of “(gibberish) traffic XYZ downwind”***

Be aware also, that even though you don't hear any other traffic, that doesn't necessarily mean there is none. There could be NORDO aircraft in the area, as well as others on the wrong frequency, with comms failure, or some not even bothering to speak up. This highlights the importance of maintaining a good lookout at all times.

RAANZ supports this phraseology- 119.1 can get very busy at weekends and at only a few hundred feet up you can hear RTF traffic from miles around. Its easy to miss the opening words of a transmission, then wonder if that guy calling finals is right up your tail-pipe. Repeating the field at the end of the transmission adds only 2 words to the transmission, but can save a lot of 'please confirm' calls.

Transponder Mandatory Airspace

Following notice from Airways regarding the intended strict enforcement of TM airspace, RAANZ sent the following letter to Airways, copied to CAA.

Transponder Mandatory Airspace Rules

RAANZ was taken by surprise with Airways NZ's decision to revoke the ability for controllers to allow non-transponder operations in Transponder Mandatory airspace except for emergency or maintenance requirements.

We completely understand the importance of safe operations in Controlled Airspace and the requirement for ACAS equipped aircraft to be able to electronically see aircraft with appropriate resolution and/or avoidance advice when required. We have appreciated and respected the flexibility of ATC units throughout the country in allowing non-transponder operations when they can, and accept that clearances may be delayed or denied (or separations increased) when ACAS equipped aircraft are present.

We are aware that there was an occurrence involving a balloon that had neither radio nor a transponder that was allowed to operate in a control zone when an ACAS equipped aircraft was present and that this may have been the catalyst for this decision.

As a safety conscious organisation we can appreciate this decision but are concerned that this may be an over-reaction to a one-off situation- unless there has been a trend of incidents involving non-transponder equipped aircraft. We respectfully ask for any data Airways may hold of any occurrences filed that have involved microlight aircraft without transponders. If there are then it is appropriate that we are involved so that we can address any issues within our organisation to prevent such incidents.

As you may be aware there are some types of microlights that will find it very difficult to fit a transponder due to limited or total-loss electrical systems and the expense involved. Airways also has a proposal that will require Mode S ADSB out equipment in 2018. At present this equipment is prohibitive to most and will add a further expense approaching that time. Maybe by that time the cost will be a lot more affordable and it will be prudent for most to wait to fit a transponder.

We are also aware that some repair facilities servicing microlight and other aircraft will be affected by this decision, as their clients will no longer be permitted access. This will have a direct impact on their business, and also possibly the reliability and safety of their client's aircraft.

We are also concerned that for a number of coastal controlled aerodromes, the shape and size of

their associated control zones will force transiting non-transponder aircraft to use routes that can often be unsafe due to rising and unfriendly terrain in certain weather conditions. E.g. GS, NR, NP and TG.

RAANZ would like to be involved in a review of airspace -especially control zones- that considers the reduction of size to envelop only IFR approach and departure sectors; introducing transit lanes; and maybe some form of stepped airspace or pockets of low level class G airspace surrounding private strips. There also needs to be a national consistency in CTR design. This will obviously take some time and does not address the present dilemma we have.

RAANZ, along with most of the GA industry were comfortable with the discretionary provisions applied to non-transponder equipped aircraft, as were the tower Air Traffic Controllers our members were operating with. Can we suggest that if the current arrangement cannot be justifiably retained then perhaps the rules be such that **non-transponder operations in Control Zones will be denied only during the presence of an ACAS equipped aircraft i.e. until it has departed the airspace or has landed.**

We look forward to your response and future involvement in matters aviation.

We also met with a CAA representative at the recent NZ Aviation Federation meeting where, along with the other recreational aviation organisations we expressed our concerns regarding this issue. Fair to say that Airways heard and understood our concerns- time will tell how they respond. We hope a practical, workable outcome can be reached.

RAANZ club membership requirement

The RAANZ exec are proposing a remit for the next AGM to remove the requirement of compulsory club membership for its pilots. This would open RAANZ membership to those ex-Part 61 microlight pilots and other owner/pilots who either prefer to stick with their existing (non affiliated) flying group or operate alone.

The remit would be along the lines of...

Policy

- RAANZ is club based historically, and will remain so. This is our point of distinction, and our point of credibility with CAA and the wider aviation community . It would be unwise to back away from this position.
- Clubs are the breeding ground for new ab-initio pilots. We will continue to support and strengthen the network of clubs and their associated Instructors and IAs.
- The area we miss out on is capturing existing pilots migrating from the Part 61 system, and some aircraft owners who no longer see the need for the club environment and facilities.

Remit

- **To remove the requirement of club membership** to make RAANZ more attractive to those pilots who prefer more independence.
- **To keep the requirement that RAANZ Instructors and IAs are current club members.** The clubs are the best judges of suitable candidates for these positions, and as key people in setting and maintaining standards, RAANZ and the clubs need them to be actively involved at club level. Also, the annual/biennial contact and aircraft owner or pilot has with an IA or Instructor is an opportunity to encourage pilots to reconsider the benefits of joining the club.
- In recognition that instructors and IAs are acting on behalf of RAANZ and to the benefit of microlighting, **to waive RAANZ membership fees for current Instructors and IAs.**

A discussion document has been sent to all affiliated clubs outlining the background, issues and possible effects of this change, asking them to determine their club's response to the remit. We recommend that you engage with your clubs in this discussion to ensure that the clubs response, and ultimately the organisation's response is a well considered decision.

Membership changes

Aaron Weir	West Coast Microlight Club	Advanced Local	FRTTO
Alan Weir	West Coast Microlight Club	Advanced Local	FRTTO
Ian Ryder	West Coast Microlight Club	Advanced Local	FRTTO
Bruce Norrie	Canterbury Recreational Aircraft Club	Advanced National	Upgrade
Chris Robertson	West Coast Microlight Club	Senior Flight Instructor	Upgrade
David Klein	Southern Recreational Aircraft Club	Intermediate	Upgrade
Clemente Castro Cervino	Wairarapa Ruahine Aero Club	Advanced National	Upgrade
Trevor Claughton	Central Hawkes Bay Aero Club	Intermediate	Upgrade
Robert McBride	Southern Recreational Aircraft Club	Senior Flight Instructor	Upgrade
Robert Northcroft	Canterbury Recreational Aircraft Club	Advanced National	Upgrade
Lindsay Baird	Southern Recreational Aircraft Club	Intermediate	Upgrade
Hamish Hamilton	West Coast Microlight Club	Advanced National	Upgrade
Ross Scarlett	Canterbury Recreational Aircraft Club	Advanced National	Joined
Angus Kebbell	Wairarapa Ruahine Aero Club	Advanced National	Upgrade
Brendon Marshall	Canterbury Recreational Aircraft Club	Advanced Local	Upgrade
Peter Garlick	Southern Recreational Aircraft Club	Senior Flight Instructor	Upgrade
Bryan Marr	Stratford Sport Fliers Club	Advanced National	Upgrade
Anthony Marsden	Gyrate Flying Club	Novice	FRTTO
Michael O'Donnell	Wairarapa Ruahine Aero Club	Novice	Joined
Deane Philip	Canterbury Recreational Aircraft Club	Novice	Joined
John O'Leary	NZ Autogyro Association	Novice	FRTTO
Jonathan Sharp	Canterbury Recreational Aircraft Club	Novice	Joined
Brendon Egan	West Coast Microlight Club	Novice	Joined
Duncan Hamilton	West Coast Microlight Club	Advanced National	Joined
Allan Davidson	Fiordland Aero Club	Novice	Joined
Grant O'Halloran	Kaitaia Aero Club	Novice	Joined
Mark van der Linden	Nelson Microlight Club	Novice	Joined
Wayne Secker	Gyrate Flying Club	Novice	Joined
Peter Knudsen	Wairarapa Ruahine Aero Club	Novice	Joined
John Freeman	Golden Bay Flying Club	Novice	Joined
Cameron Fleming	Golden Bay Flying Club	Novice	Joined
Ho Yin Lai	Canterbury Recreational Aircraft Club	Novice	Joined
Neil Scoble	Motueka Recreational Flying Club	Novice	Joined