



**Advance Notice
RAANZ AGM 2012
Feilding Airfield
Saturday November 24
11:00am**

**Bung it in your diary, remind your clubmates.
Remit and nomination forms will be up on the website this week.
Further info on website as details are firmed up.**

We will post remits and nominations on the website as they are received, and include them in next month's RecPilot.

Review these with your club committee, determine your response, and ensure your views are represented at the AGM in person, by club delegate, or proxy.

ATO Certification validity

A review has been taken over the validity period of an ATO's certificate.

- An ATO is the equivalent to a Part 61 A category instructor and their validity period is 2 years
- An ATO belonging to other part 149 organisations have a validity period of 2 years.

With effect from the next individual ATO's renewal the validity period will be extended from 1 to 2 years. RAANZ P&P Manual has been amended accordingly.

Mandatory Compliance with State of Design Airworthiness Directives

Safety Promotion Unit, CAA

From 01 Oct 2012, the Civil Aviation Authority of New Zealand (CAA) will no longer issue New Zealand Airworthiness Directives (ADs) by rewriting the text of the State of Design ADs. ***As a result, an operator of an aircraft below 5,700 kg MCTOW must comply with every AD applicable to the aircraft and equipment issued by the State of Design.***

For aircraft already on the NZ register on 01 Oct 2012, compliance is required with every applicable State of Design AD newly issued or revised on or after 01 Oct 2012.

For a new model aircraft registered in NZ after 01 Oct 2012 and that aircraft has not been on the NZ register before, compliance is required with all applicable State of Design ADs issued before and after 01 Oct 2012.

For example, if you operate a Cessna 152 aircraft which is designed in the USA, compliance is required with applicable ADs issued by the FAA. This includes compliance

with FAA ADs for the engine and propeller, which are also designed in the USA.

Compliance with State of Design ADs is possible with State of Design ADs freely available directly from the applicable National Airworthiness Authority (NAA) via the internet.

DCA/JABENG/4 Piston Circlips – Inspection and Replacement

Applicability: Jabiru 2200J and 2200C series engines, all S/N.

Note 1: The referenced Jabiru SB JSB 033-1, dated 17 August 2012 is applicable to all Jabiru 2200 and 3300 engine models. Some of these engines are fitted to experimental, Light Sport Aircraft (LSA), microlights and amateur built aircraft and may be subject to a Manufacturer's Safety Direction. This AD is applicable to type certificated engine models. The CAA strongly recommends that owners of LSA, microlights and amateur built aircraft fitted with affected engines review and comply with the requirements in this AD and SB JSB 033-1.

Requirement: To prevent piston circlip failure which could result in a catastrophic engine damage, accomplish the requirements in CASA AD/JABIRENG/1.

Note 2: A copy of CASA AD/JABIRENG/1 can be obtained from the CASA AD web site at http://www.casa.gov.au/scripts/nc.dll?WCMS:STANDARD::pc=PC_90822

Note 3: Jabiru Aircraft Pty Ltd. SB JSB 033-1 dated 17 August 2012 or later approved revisions are acceptable to comply with the requirements of this AD.

(CASA AD/JABIRENG/1 refers)

Compliance: Within the next 5 hours TIS or by 7 March 2013 whichever occurs sooner.

Effective Date: 7 September 2012

North Shore Airfield- hangar space available

David Clack



Our Black Sheep Wing Hanger at the North Shore Airfield now has space for two or three Microlight or Gyro aircraft. If you are interested in historic aircraft, we have three! A Harvard, a Beach and a genuine Mil Cub.



It would be a bonus if you wanted to get involved with our organisation and what it represents. Look up Pappy Boington on Face Book because that's what we are all about.

For more details on the hanger space contact Brian Clay on 09 443 5732, or send an e-mail to

blashp10@hotmail.com



Waipukurau- new RANS S6

Wendy Milne



I have here photos someone took of the arrival after the delivery flight to Waipukurau, of CHB the new Rans S6 trainer the Central Hawkes Bay Aero Club had commissioned in a display of faith and enthusiasm for the microlight movement.

Ross MacDonald and Wendy Milne were the pilots who undertook the delivery flight from Rangitata Is. Ross is the ATO and Wendy the project

coordinator who drove the project undertaken by the club over a 5mth period.

A Mick O'Keeffe built impeccable example, the club looks forward to helping foster the growth of microlights in our area.

I thought the photo of Ross and myself flanking the registration maybe of particular interest to the magazine.



100HP = long & fast or short & slow

Al Millar

From Canterbury a good example of the opposite ends of the recreational aircraft spectrum . both with 100 HP Rotax.

ZK-RFT	4640 RPM	120 kt.
ZK-KJR	4640 RPM	70 KTS

I think the ALPI may have a problem in and out of 190 mtrs of rough surface track between the shelter trees but the to keep a balance on it KJR won't get from Rangiora To Motueka in a little over 60 mins, it all depends on" what smokes your tyres."



Membership changes

Gary Mitchell	Northland Microlight Club	Senior Flight Instructor	Upgrade
Robert Harpur	Southern Recreational Aircraft Club	Flight Instructor	Upgrade
Selwyn Barron	Motueka Recreational Flying Club	Novice	FRTTO
Craig Anyon	Manawatu Microlight Club	Advanced National	Joined
Chris Glynn	Southern Recreational Aircraft Club	Novice	Joined
Kevin Ormond	Wairarapa Ruahine Aero Club	Advanced National	Joined
Stewart Marsden	Wairarapa Ruahine Aero Club	Advanced National	Upgrade
Hamish Kyle	Wairarapa Ruahine Aero Club	Advanced Local	Upgrade
John Douglas	Southern Recreational Aircraft Club	Novice	Joined
Brendon Egan	West Coast Microlight Club	Advanced National	Upgrade
Kieran White	Hawkes Bay & East Coast Aero Club	Flight Instructor	Joined
Scott Hickey	Hawkes Bay & East Coast Aero Club	Flight Instructor	Joined
Benjamin Marshall	Golden Bay Flying Club	Novice	Joined
Daniel Horrocks	Middle Districts Sports Flying Club	Novice	Joined

Transponder Mandatory airspace update

We have received the following letter from Airways in response to the TM airspace enforcement issue.

It goes some way towards meeting the needs of existing local non-transponder aircraft operators, but does not address our concerns re access for general users for maintenance or the closing off of 'safe transit' coastal or low terrain routes.

RAANZ will continue to press for a relaxation to meet those concerns, and for the opportunity to be involved in a review and rationalisation of low-level airspace.

But this issue does highlight the inevitability that owners/operators of even medium performance microlights such as the trusty old B22 who wish to operate in other than purely Class G airspace need to seriously consider fitting a transponder. In 5-10 years time as prices, size and power consumption come down it may not be such an issue, but is IS significant at the moment.

11th September 2012

Mr Stuart Parker
President
RAANZ Inc.
P O Box 15016
HAMILTON 3243

SUBJECT: TRANSPONDER MANDATORY AIRSPACE RULES – RAANZ Letter dated 14 August 2012

Dear Stuart

Thank you for your letter which outlined concerns RAANZ has in relation to the application of rules relating to operations in Transponder Mandatory airspace which will come in to effect on 1 November 2012.

As you note, safety is paramount in everything that we do and the importance of technology in achieving that is unavoidable. Transponders have been a requirement in controlled airspace on New Zealand since the installation of secondary radar in the early 1990's. The rules have not changed, it is just that we are tightening up their application due to events that have occurred where transponders have not been operating. As you note, now that many aircraft are equipped with ACAS, it is not only the secondary radar environment that enables aircraft to be "seen" by the air traffic controllers or other aircraft.

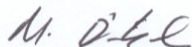
We do accept however, that tightening up of the application of the rules will have an adverse effect on those private operators who have private airstrips located within the boundaries of a Control Zone or operate from the airfield within the control zone and who have been able to operate for a number of years without a transponder. We acknowledge that in many of these cases it may not be possible to fit a transponder to the aircraft.

To that end we have reviewed our application of the rules and have decided to make amendments to cater for those operators who:-

1. Operate from a privately owned airstrip within a Control Zone or from the airfield within the control zone.
2. It is not possible to retrofit their aircraft with a fully compliant transponder.
3. The operation is purely recreational, not commercial.
4. The aircraft owner was domiciled at the location with the aircraft housed at the property prior to 1 July 2012.

Operators in this category will shortly be contacted by the appropriate Chief Controller to discuss their specific situation and reach agreement on how they will be able to continue their operation while they live at that location and operate the specific aircraft that is not transponder equipped.

I am confident this arrangement will meet the needs of your members and maintain the very high levels of safety to which we both aspire.



Michele Dumble
Towers Manager
Airways New Zealand