



New RAANZ president

Phil Patterson/Wairarapa & Ruahine Aero Club

I have been a member of RAANZ for a good number of years now, the last three as an Executive member. I feel I have served my apprenticeship and now ready head the helm as President of your organisation.

At the Feilding AGM, the previous executive put their hand up and said they were prepared to stand for a further term and so were re-elected unopposed, which in essence gives us some continuity and experience within our organization. This indicates to me how dedicated these executive members are. They are taking on major time consuming responsibilities, and willing to work extremely hard for you so as you can maintain such privileges of a pilot that is the envy of many others. All this done with no remuneration in return.

We keep asking ourselves, are we really doing a good job? What can we do to make things better and how can we achieve it. Executive member Peter Collins has taken it on board to prepare terms of reference for a review of our organization. This is a major undertaking, and time consuming, it does not mean things are going to change overnight, but we will have some sort of documentation on hand to say what we are doing really well or how we can do things better.

Our challenge is to keep our association growing and relevant to what our core business is all about. Not only must we meet the needs of the members but also meet the requirements of our Part 149 responsibilities.

The AGM at Feilding hosted by the Middle Districts Sports Flying Club was well attended by pilots and passengers alike, from the far north – down to Gore. Thank you very much for the kind hospitality, the lunch and good company. The good representation of members from the South Island indicates the true value of our sport in the southern area and the willingness of the Gore club to host the 2013.

We are looking at efficient ways of keeping our members informed. This is a task dear to me as I was involved with the original Recreational Flier Magazine that was produced by one of our members in Masterton. How about each club writing something each month on, 'what is happening in their area' – 100 words is all it takes to let other members know what you are doing and get it off to Stuart by the third week in every month. We want to know what new aircraft are on your airfield – a new hangar going up – fly-in dates – club meetings etc. and some photos. Let's share it with the rest of our members.

Merry Xmas and Safe and happy flying - till next time.

Highlights from the AGM

A good turnout- about 40 present, with 80% of members represented in person or by proxy.

Nice venue- the Middle Districts have a well appointed set-up with their hangar and briefing room. Thanks guys.

Phil Patterson re-elected to the exec committee, and then given the President's hat to wear.

Annual subs remain at \$70.00 a year, covering **all** RAANZ services.

Remits:

- **The removal of the requirement of club membership for pilots was passed.** This will open up RAANZ membership to those pilots with their own aircraft and strip who don't need or want many of the services and facilities a club provides.
- **The requirement for club endorsement for Instructors, IAs and exec committee members remains.** Clubs are a better judge of suitability- they see people at their best and worst.
- **The waiving of RAANZ subs for Instructors and IAs was defeated.** The view of the meeting was to leave clubs to cover those subs at their discretion.
- **Provision for a Financial Review instead of an Audit was passed.** Some cost saving, but provision remains for a stricter Audit if required.
- **The proposed changes to exec committee election and term, annual appointment of senior persons, and contracting out the admin role was withdrawn.** The view was this would introduce instability to the organisation and its relationship with CAA.
- **The call for a review of RAANZ services was carried.** The view was this is an opportunity to improve or expand what we do.

NPRM 09-02: amendments to Part 61 and 103

This NPRM includes some significant changes that affect microlight operations. You can read the details [here](#). Well worth a read and an opportunity to make submissions regarding the proposed changes. Deadline is February 2013.

- Introduction of a CPL(M) to cover Part 115 Adventure Aviation operations.
- Confirmation that Part 61 pilots can fly microlights under a type rating.
- Confirmation that Part 61 Instructors can instruct in microlights.
- Provision for Part 103 pilots to fly LSA aircraft.
- Provision for Part 103 Instructors to charge for their services.

AC103 changes

And just in case you missed the news, [AC103-1 rev 3](#) has updated the MAUW for microlights. Now 600kg for Class 2 land planes and 650kg for Class 2 seaplanes.

This does **not** mean you can go ahead bung more fuel and luggage (or people) into your microlight and operate at 600kg MAUW- it must have a **design MAUW** of 600kg to qualify.

ELT mountings

See CAN 23-002 [here](#).

This Continuing Airworthiness Notice (CAN) is prompted by the issue of FAA Special Airworthiness Information Bulletin (SAIB) HQ-12-32 dated 23 May 2012 and Kannad Aviation Service Bulletin S1800000-25-04, revision 00 dated 12 June 2012.

This CAN is issued to advise operators and maintenance providers of the concern with the ability of hook and loop style fasteners to retain their designed capability to restrain emergency locator transmitters in an accident. In several recent overseas aircraft accidents,

ELTs mounted with hook and loop style fasteners, commonly referred to as Velcro®, have detached from the mounting tray. The separation of the ELT from its mount resulted in a severed antenna connection rendering the ELT ineffective.

News from Motueka

Bob Wagner/Motueka

Hi there all RAANZ members. I have been asked to write a brief bio on the history of the Nelson Microlight Club and where we are now.



Like most other microlight clubs the Nelson Microlight Club had its beginnings in the early to mid 1970s. It was a time when technology started moving to the extent where materials and designs allowed what was then Ultralight aircraft to be built or bought and readily flown.

In those days this machinery was fitted with a small maybe 20 – 30 HP 2 stroke engine.

The Nelson Microlight club has seen them come and in some cases go but some of the older designs still around and still fly from time to time.

Over the years the evolving technology in metals and composites has seen huge advancements in the design and availability of some seriously beautiful "microlight" aircraft.

I'm thinking of Sport Cruisers, Dynamics and the likes. Some of these modern designs perform like pocket rockets. We have both old and new designs in Nelson.

At the last Nelson Microlight Club AGM held at the Motueka Aero Club rooms we re-elected Shafid Kahn as a President with Jeff Jordan coming on as Secretary Treasurer when Bruce Bygate stepped down after 7-8 years service.

We like to keep our club non- political in so far as members alliance to RAANZ or SAC is concerned. For example we had SAC members helping with the organising of the last 2

RAANZ Fly-ins at Motueka and equally RAANZ members help out when the local SAC members organise events. It all works well for us.

The most recent "organised" (and I use that term loosely) airstrip fly-around was last weekend. We left from Motueka on track for Fairy Point. Fairy Point is a short very narrow airstrip maybe 3 metres wide at best about 1 mile west of Collingwood. Back to Takaka for lunch then back to Motueka although some did stop off at Awaroa near Separation Point. What a really good day out.

Next fly around will be to a small farm airstrip in the Marlborough Sounds. This one is organised by one of our SAC members. As usual I expect we will have a good turnout.

Here are some photos of what some of our members are flying.

Bob's 601 >



< The guys at Fairy Point

Other stuff

The Hawkes Bay Microlight Club club have a new website- check it out [here](#).

From the 'bet you can't do this' department- see the new [Sukhoi SU-301](#) demonstrate it's flight envelope. Not sure why they bother with wings!

Here is a brief reminder for the **NMC and PAC Pre Christmas BBQ Fly-in at Parakai West Auckland Airport** next Saturday 8th Dec from 10 am onwards

Athol & Betty SOWRY
336 Valley Road
R.D.2,
WOODVILLE 4998
Ph/Fax (06) 3764754
Mobile 021 1578293
athbey@inspire.net.nz

ATHBEY FARM



WINGS OVER WOODVILLE
8th Annual New Year's Day fly in
The Worlds first New Years aviation event

Date: 1st January 2013

Time: In time for mid day **\$10** lunch.

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 119.10

Caution: West end displaced threshold has trees, two storeyed 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, C180, C188; Rallye; Piper PA 28 & PA 22; FU 24 950, 954 & Cresco; Rand Kar Xair & Hanuman; Avid Speed wing & STOL; Meteor Sky arrow; Jodel D9 & D11; Rans S6ES; Gardan Minicab (& UL); Pelican PL & GS; Alpi 200 & 300; AirBorne Outback; Fisher Horizon; Rans S-9; Savannah; Maranda; Tecnam P 92 & P 96; Zlin 37T; Edgar Percival EP9; Gruman Agcat; DHC 2 Beaver; Skyfox Gazelle; Zenair CH 200, 601 & 701; DH Chipmunk Mk 22; Jabiru; Stolp V Star; Europa Tri Gear; Glasair; TL2000 Sting; Vans RV 3 & RV10; Bantam B 22 J; Sonerai; Drifter; Pitts S-1D Special; Auster J1; Champion; Titan T51 Mustang; RF Dominator (& Sub4 tandem), Bensen B8m, Magni Gyro 2000T; H 300; R44.

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

Useful contacts

MMC President Ed 027 3569787

Club Captain Pete 06 3687754

Club CFI Bill 027 2408500

MMC Clubhouse 06 3239861

Vice Pres/Sec Colin 06 3287882

Or www.thisiswoodville.co.nz/pages/about-us/unique-to-woodville.php

Worlds First, Aviation event in the world each New Year

This event is for aviators only - No public admittance.

Membership changes

Grant Hadfield	Middle Districts Sports Flying Club	Advanced National	Joined
Peter Edwards	Canterbury Recreational Aircraft Club	Novice	Joined
Sebastian Tamowski	Hawkes Bay & East Coast Aero Club	Novice	Joined
Nigel Dee	Bay of Plenty Microlight Assn	Advanced National	Joined
Joshua Greer	Motueka Recreational Flying Club	Advanced National	Joined
Robert McGregor	Canterbury Recreational Aircraft Club	Novice	Joined
Kevin Flynn	Fiordland Aero Club	Novice	Joined
Neil Hawkes	Gyrate Flying Club	Novice	Exam
Oliver So	Gyrate Flying Club	Novice	Joined
Wang Yunhai	Gyrate Flying Club	Novice	Joined
David Swateridge	Hawkes Bay & East Coast Aero Club	Novice	Joined
Matthew Tiernan	Canterbury Recreational Aircraft Club	Advanced National	Joined
Mark Bradshaw	Fiordland Aero Club	Novice	Joined
Graham White	Hawkes Bay & East Coast Aero Club	Novice	Joined
Nathan Smith	West Coast Microlight Club	Novice	Joined
Tony Jensen	West Coast Microlight Club	Novice	Joined
Matthew Breen	West Coast Microlight Club	Novice	Joined
Erol Yanar	Canterbury Recreational Aircraft Club	Advanced National	Joined
Ian Remnant	Fiordland Aero Club	Advanced National	Upgrade
Walter Greil	Bay of Islands Aero Club	Advanced Local	Upgrade
John Stewart	Southern Recreational Aircraft Club	Advanced National	Upgrade
Oliver Bamfather	Nelson Microlight Club	Advanced Local	Upgrade
John Sinclair	Southern Recreational Aircraft Club	Advanced National	Upgrade
Shane Fleming	Golden Bay Flying Club	Senior Flight Instructor	Upgrade