



From the President

Rodger Ward/RAANZ Pres

I mentioned last month management of RAANZ is achieved by an executive group of people some of who hold significant CAA delegated authority.

The executive is spread from Whangaparaoa in the North to Mossburn and Wyndham in the deep South. As a consequence of this and the need to avoid wasting significant money most of the business the exec needs to deal with is done electronically. This opens the door to information being easily and quickly spread, sometimes before a proper decision has been made. To this end all matters start off "in committee". However as with general committee workings some matters remain "in committee" for a long time.

Day-to-day administration is left in the very capable hands of our Administrator, Stuart Parker. Non day-to-day stuff that the whole exec get involved with can be very delicate- we don't talk about what type of sausages we will have at our next BBQ or what colour to paint the clubhouse toilet and as a result the "in committee" process is quite important.

Information about the exec discussions will be released as and when we can.

Recent discussion items include:

- Starting the ball rolling for the North Island series of roadshows, similar to the very successful series held down south some time ago. Items to be covered will be some maintenance issues, some operational issues and a presentation on the use of Electronic Flight Bags. These events will be advertised very shortly in 'RecPilot'
- An ATO seminar to be held around April next year.
- Setting the date for our AGM. This will be held in Rangiora on the 22nd of November. This will be advertised in greater detail shortly.
- Compiling a list of agenda items for one of our regular meetings with CAA.
- Revamping of our website.
- Preliminary look at an Aerobatic rating.
- Standardisation of Annual Inspections
- Use of LAME's for micro inspections.

Again this list is not exhaustive as many other items are still in the delicate "in committee" process.

As you know RAANZ is a club based organisation and as such it cannot be over emphasised the value of learning that goes on informally as we just sit around in a group of like minded colleagues with a coffee or a beer and just "chew the fat"

Did you Know.

A common factor in quite a few aviation incidents has been where the participants have been overloaded with the task or tasks in hand and as a result have ceased the ability to process any information.

OLOC (Overload Loss of Cognition) may gradually build up or may be sudden as a result of some sort of emergency, but once you are there it is basically game over. The signs of OLOC approaching must be recognised and strategies implemented to avoid the situation becoming any worse. In our world thorough preflight planning, competency in all hands on skills and very intimate knowledge of how everything works on your aircraft are some counter measures we can employ to avoid OLOC.

The simple task of searching for the next radio frequency may be the straw to break the camel's back

1/3 Scale B-17

From the West Auckland (Parakai) airport newsletter/Cliff McChesney

This is not a remote controlled "model" airplane:
it is designed and built for a pilot to fly it, but has not been flown yet !



The project was started back in 1999 and is just now nearing completion. The airframe is all scratch built and made out of aluminium. The main gear retracts just like the real B-17 and has proven to be the most complicated part of the project.

The engines are Hirth 3002 4-cylinder 2-stroke that usually have a reduction unit and make about

80 hp. The engines were chosen because of its size... they were small enough to fit inside a properly scaled nacelle. However, to make it fit properly, the reduction unit is removed which will bring the power down around 60 hp each, with the engines spinning the 46.4" diameter props at about 3,300 rpm.

Click on the link to see more photos of this amazing project...

<http://airpigz.com/blog/2013/7/9/jack-ballys-manned-13-scale-b-17-nearly-ready-to-fly.html>

At an estimated 800kg, even if it proves to be a bit heavier (as they usually do), it will have some 240 hp / tonne so will have plenty of power.

Hangar opportunity at West Auckland (Parakai) airport

Like to own your own hangar? Or perhaps $\frac{1}{4}$ or $\frac{1}{2}$ a hangar?

All the hangars at West Auckland Airport Parakai are full to bursting, even with everything possible moved off the airport to make space for the incomers... even the Lockie family DynAero has been given the push for the moment, and we're having to turn away aircraft for lack of hangarage. The consents and plans are in place for more hangars to be built on an extension to the concrete taxiway, with power and water available.

We're looking for someone who wants a half or quarter share in a new hangar, which should be able to go ahead quickly and with the level of demand it should be easy to profitably fill any empty spaces.

A proper commercial ground lease is available with rental tied to the CPI and rights of renewal for security of tenure. Depending on type we may be able to immediately accommodate a new aircraft under cover while the new hangar is being built.

For details contact Simon Lockie, Ph 09 420-8010, simon@lockie.co.nz

Online FPP

We have added a website facility to submit Fit & Proper Person forms online.

For those who like to minimise paper and do things online, the joining process is now **almost** paperless-

1. Download the **Medical Declaration** form, fill it in, get it signed off by your GP. Unfortunately this is still a paper based process- your GP has to sign it!

<http://raanz.org.nz/wiki/uploads/Admin/RAANZMedicalDeclaration.pdf>

2. Fill in and submit your **online FPP declaration**. As a legal document, you are effectively signing it by confirming the declaration at the bottom of the form.

<http://www.raanz.org.nz/onlineFPP.php>

3. Front up to your Instructor with your medical declaration, and she can sign you into our system using the **online CMV** form.

<http://raanz.org.nz/onlineCMV.php>

4. And don't forget to pay your annual subscription online using either **internet banking** or credit card via **Paymate**.

www.paymate.com and pay to office@raanz.org.nz

5. Once we have your FPP, CMV and \$\$\$s, we can enter you into our system and issue your Microlight Pilot Certificate. Easy!

From the Light Side

Trevor Doig/Hawkes' Bay Microlight Club newsletter

Last Sunday's monthly meeting was just a small gathering, but the subject was a big one. Safety, and more particularly, where does it start from. Training of course, and revisiting earlier training.

Discussions have been taking place with our M/C club instructor, Mads Slivgaard and we came up with a plan to present to our club members. He has some ideas that as Club Instructor, and drawing on his previous industrial and army safety training, he would endeavour to implement some form of training/lecture regime as it affects our airmanship, safety, permits, BFRs etc. Due to recent events he outlined the roles and interaction between the HB&EC Aero Club and our Club as it affects us in this regard, and was pleased to be able to present his plan to formulate a 'safety culture plan' that would tap into members (and others) experience and expertise with the objective to be safer and more aware pilots.

Therefore every month he will target a topic and have a lecture/discussion on what we should be doing, perhaps why personally we haven't been, and what we need to do to improve our skills.

The concept was welcomed enthusiastically and everyone left feeling we were taking another step to honour our club's pledge to promote safe flying. There is a wealth of experience in our club and we will make it our business to benefit from it.

Next month the topic will be "overhead joining".

Membership changes

Drew Howat	West Coast Microlight Club	Senior Flight Instructor	IA appointment
Peter Kempthorne	Southern Recreational Aircraft Club	Senior Flight Instructor	Upgrade
Oskar Stielau	NZ Autogyro Association	Flight Instructor	IA appointment
Elton Haakma	Bay of Plenty Microlight Assn	Senior Flight Instructor	Upgrade
Jason Scott	South Canterbury Microlight Club	Advanced National	Upgrade
Michael Blomfield	Fiordland Aero Club	Advanced Local	FRTO
Graham White	Hawkes Bay and East Coast Aero Club	Advanced National	Upgrade
Alex Mason	Canterbury Recreational Aircraft Club	Novice	Joined
Darryl Goodwin	Gyrate Flying Club	Advanced National	Upgrade
Benjamin Price	Gyrate Flying Club	Intermediate	Upgrade
Alan Warner	Stratford Sport Fliers Club	Novice	Joined
Matthew Simpson	Central Hawkes Bay Aero Club	Intermediate	Upgrade
Marharyta Migirdichyan	Canterbury Recreational Aircraft Club	Novice	Joined
Viktor Dragomiretskyy	Canterbury Recreational Aircraft Club	Novice	Joined
Sandra Griffin	Bay of Plenty Microlight Assn	Novice	Joined
Stewart Miller	West Coast Microlight Club	Novice	Joined
Gye Beehre	Manawatu Microlight Club	Novice	Joined
Paul Kuchenbecker	Gyrate Flying Club	Novice	Joined
Bevan Dewes	Geraldine Flying Group	Senior Flight Instructor	Joined
Stephen Love	Wanganui Aero club	Senior Flight Instructor	Joined



Winter Technical Courses 2014 Omaka Airfield - Blenheim

SAANZ is pleased to announce the following training courses. We extend a warm invitation to anyone interested in the subjects – you do not have to be a SAANZ member to attend. The courses are being held at the Marlborough Aero Club, Omaka Airfield, Blenheim. The Marlborough region offers a huge variety of interesting activities for families and partners, and the airfield itself is home to the superb Aviation Heritage Centre. Registration is essential for all courses; please see below for the contact details.

26th – 27th July 2014 Microlight Maintenance Essentials



Owners of microlight aircraft are entitled to carry out ongoing maintenance on their own aircraft. This course aims to empower owners who have not built their aircraft or had other aviation industry experience with the knowledge of safe aircraft practice. The aviation industry has some odd quirks which are known to catch out even those with an experienced mechanical background. We will look at technical best practice, the legislative environment, recording maintenance and legal responsibilities. As with all SAA courses, we keep the tone informal and practical, with lots of hands – on interaction and practical examples.

Cost \$120.00 (SAA Members \$100.00)

2nd – 3rd August 2014 Introduction to Homebuilt Aircraft Construction (The “Pre-Build” course)

Constructing a homebuilt aircraft is a serious undertaking – but also an extremely rewarding endeavour. If you are considering the leap into homebuilding, this is the course for you. This is an intensive but fun 1.5 day course covering all the useful things to get you enthused and ready to cut metal or wood. This covers factors to consider when starting a project, aviation best practice, hardware conventions, what you are allowed to do, setting up your workshop, documentation and dealing with CAA. In addition specialist workshop session with experienced builders will introduce you to the fundamental techniques of the main construction methods. This is strongly practical and will use some of the great projects underway at Omaka as examples. There will be plenty of time for asking questions of our experienced presenters. Be warned – you will come out with a strong desire to start building!



Cost \$120.00 (SAA Members \$100.00)

For more info and to register: e-mail admin@saa.org.nz or phone 09-4050553
Prior registration is essential – places may be limited.

Courses start 9am Saturday and finish early – Mid afternoon Sunday. Bring writing materials. Tea and coffee facilities on site, Lunches can be purchased on the day.

Phone : (09) 405 0553
Fax: (09) 405 0553
(phone before faxing)

National Administrator
Adrienne Fillery
admin@saa.org.nz

870 Omaunu Road
RD 2
Kaeo 0479