



Recreational Pilot e-zine

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From the President

Rodger Ward/President

It is with considerable regret that we start the new year with a double fatality. Our sympathy and condolences go to the families, friends and colleagues of the two members that lost their lives in Timaru on January 23rd.

This tragedy in so many respects is a stark reminder of the worst case scenario associated with our sport.

A Safe 2015

Bill Penman/OPS Officer

Wow! Another year has flown by. My gold card year is on the horizon and with the realisation that time is way too short.

What did I do? What did I waste? What could I have done better?

I am sure we have all considered our New Year's resolutions and hopefully put a wee bit of effort into making them realisations. When it comes to our favourite pastime of aviating we cannot be complacent with our abilities. We cannot just pull over to the side of the road when something goes awry. We have to ensure that we have the skills to ensure that our passengers have confidence with safety being paramount.

RAANZ recently completed a number of seminars throughout the North Island to ensure that all pilots are aware of their responsibilities with owning and/or maintaining an aircraft, maintaining acceptable flying skills, keeping the paperwork up to date, having the right attitude and keeping safety to the forefront. We were thrilled with the turnout at the various venues, the warm reception, the pertinent queries and shared experiences. The feedback was most encouraging and we thank all those who took time out to attend.

With summer finally arriving after such an indifferent spring it may be time to really get out and enjoy punching some holes in the sky. Please be mindful that this can be a period when taking friends and relatives for a buzz is not over enthusiastic such that it results in tears. CAA has just recently produced their quarterly summary of incidents and accidents and the trend in some areas is not going the way we would all like.

We have to be mindful that summer flying although presenting longer daylight hours can also present other unsavoury issues such as more aggressive thermal activity with associated turbulence, an increase in stronger sea breezes and an increase in more crosswinds conditions.

Being the holiday period also encourages many to venture further and enjoy what NZ has to offer. This requires forward planning and brushing up on cross-country navigation skills and airspace

knowledge. Be very mindful of rapidly changing weather conditions and put the 'get home itis' requirement to one side. Remember the old adage "time to spare fly by air".

Keep it safe such that we can all fly another day.
I trust you all have a great New Year.

RAANZ 2015 national fly-in

2015 RAANZ fly-in

7th & 8th March

**Hosted by CHB Aero Club
Waipukurau**

**Camp on field, local motels,
Camping ground.**

**Competitions, scavenger hunt,
Beach landings.**

Dinner and guest speaker.

**Register your interest and receive an info
pack via**

wwoops@hotmail.co.nz

Logbooks- clarification

We recently were made aware that while our P&P manual assumes -by references to one in many places- that a pilot maintains a logbook, it is not explicitly stated anywhere. This has led to misunderstandings about what is required.

A pilot's logbook is a legal document. It is evidence to instructors of the training, experience, recency, ratings and qualifications held. It is required at BFR time so the Instructor can sight and

note flight experience on the CMV form- no logbook...no BFR. It may be required as evidence in the case of an incident. And it often ends up as a family keepsake as descendants thumb through to see what grand-dad did during the war.

To clarify things, we have added a section (2.29) to our P&P Manual covering logbook requirements. It is a stripped down version of Rule 61.29 tweaked to suit the microlight operating environment- no need for Instrument flight time, etc. With the increasing move to electronic record keeping we allow for spreadsheets, databases or similar methods. The key things is that it is kept up to date, is a permanent record, and can be reproduced and presented on request.

We still recommend using the CAA Pilot's Logbook (available from RAANZ \$30 plus p&p) as it can be used to cover ALL aviation activities, and is well suited as a permanent record.

Here is extract of the new section in our P&P manual ...

2.29 Pilot logbooks

2.29.1 A novice pilot and the holder of a microlight pilot certificate must maintain an accurate and up-to-date logbook containing—

- the pilot's name, details of aircraft type ratings, and certifications, authorisations and ratings held;

and

- a record (including the details specified in paragraph (b)) for every flight during which the pilot acted as a flight crew member of an aircraft;

and

- a record of each flight test, flight review, competency demonstration and flight crew competency check.

2.29.2 The following flight details must be recorded in the pilot's logbook:

- the date of the flight;
- the aircraft registration mark;
- the flight time;
- the purpose and route of the flight including the place of departure, any intermediate landing, and the place of arrival;
- if appropriate, the name of the flight instructor or safety pilot;
- for a training flight, details of the training exercise:

2.29.3 The logbook may be either a bound book with the details entered in indelible ink or an electronic record such as spreadsheet or database. The CAA Pilot's Logbook is the recommended form to use.

2.29.4 The logbook is to be retained permanently by the pilot certificate holder.

2.29.5 Every entry in a pilot's logbook must be made within 7 days after the completion of the flight to be recorded. If a pilot is engaged in an operation away from the base where the logbook is normally kept, the entry in the logbook must be made within 48 hours after return to base.

Membership changes

Athol Sowry	Manawatu Microlight Club	Advanced National	Upgrade
Aaron Black	Central Hawkes Bay Aero Club	Novice	Exam
Viktor Dragomiretskyy	Canterbury Recreational Aircraft Club	Advanced Local	Membership
Paul Kuchenbecker	Gyrate Flying Club	Intermediate	Upgrade
Volkmar Wollenweber	Canterbury Recreational Aircraft Club	Advanced National	Upgrade
Paul Devenport	Gyrate Flying Club	Novice	FRT0
Gary Mills	Bay of Islands Aero Club		Joined
Phillip Spellman	Canterbury Recreational Aircraft Club	Novice	Joined
Brian Boulton	Coromandel Flying Club	Novice	Joined
Loren Nolan		Novice	Joined
Grant Waugh		Novice	Joined
Byrge Suether	Canterbury Recreational Aircraft Club	Novice	Joined

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