

Technical Report

I really can't believe another twelve months has passed.

Once again the executive has had a challenging year. We were greatly encouraged at a face to face meeting at the CAA in Wellington with the entire RAANZ executive. Generally the outcome was encouraging.

From a technical perspective, the CAA is expecting a very high level of control and monitoring from our IAs.

It was made clear to us how modifications and service information should be addressed within our organisation.

If any major modification is made to any aircraft this modification must be inspected by the Airworthiness Certification Unit of the CAA or the Directors delegated authority holder within our organisation and a full conformity inspection carried out.

In order to avoid escalating costs to achieve this, we are proposing to have more individuals around the country given the privilege of inspection and approval.

One of the most important event that occurs every twelve months in the life of your aircraft is the annual flight permit revalidation.

To enable the IA to complete this task, your maintenance for the year should be up to date and recorded in your aircraft logbooks. This includes airworthiness directive and service bulletins.

Currently, what often occurs, the aircraft turns up with very little maintenance recorded and what has been recorded is not signed or is illegible to the IA. The name should also be printed in the logbook as well as the date.

Our IAs do a tremendous job and deserve our full support by presenting clean aircraft with complete maintenance records. Remember, your IA is out there trying to keep **you** safe.

A member who attended one of our recent road shows contacted me a few days later to ask about something we had mentioned. He is building an aircraft and had used paint on his wing strut attachment brackets and aileron bell crank that he wished to remove.

He went to his local hardware supplier and purchased some commercial paint stripper.

After attending the seminar, he understood that in fact he had embrittled these parts which would lead to failure. He was elated that he had made the time to attend.

It is a real privilege to have been in a position to educate and assist and it is always stimulating to meet the people in the field and learn from their stories.

I would like to thank our executive for all the great efforts they have put in this year as well as all of the support that often goes unnoticed by the members.

I wish you all the very best for the summer season and enjoy safe flying and tailwinds.

Colin Alexander
November 2014