



Recreational Pilot e-zine

Issue 100
November 2015



RAANZ 2016 National Fly-in

RAANZ 2016 National Fly-in

Hokitika Airfield

Waitangi Weekend

6-7-8 February 2016

Details and registration form attached.

Also [download from here](#)

RAANZ AGM 2015

RAANZ 2015 AGM

Raglan

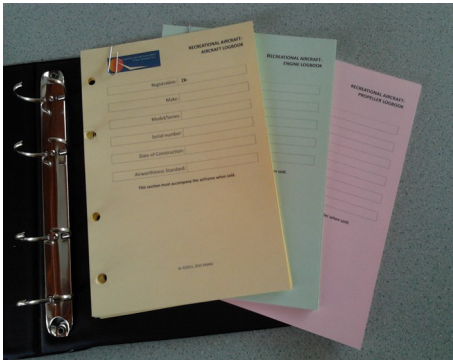
Saturday November 14

Details and Nomination/Remit forms [are here](#)

RAANZ Aircraft Maintenance Logbook

Rule 91.617 requires that all Class 2 microlight aircraft have a Maintenance Logbook recording all maintenance (ADs, scheduled and incidental maintenance) on the airframe, engine and propeller. RAANZ policy is that that Class 1s do the same, as it provides necessary information for IAs at annual inspection time, and for future owners at sale time....and it helps owners 'do it right'

For most microlights (fixed gear, fixed pitch, no autopilot, nothing seriously techy) the CAA logbooks are overkill- way too big and clunky, with pages we will never use. RAANZ has developed a microlight friendly logbook-



- A5 size ring binder with sections for airframe, engine and prop.
- Maintenance Control pages to flag when items will fall due, and record when they are done.
- Maintenance Record pages to record the detail of maintenance activity.
- Plus a few other things such as Weight & Balance, Fuel Tank calibration, etc

You can add pages as required to build a full history of maintenance and if you sell an engine or prop, just extract the appropriate section, staple the pages together, and send them off with the bits, and start a new section for the replacement.



**RECREATIONAL AIRCRAFT
MAINTENANCE LOGBOOK**

including

- *
AIRCRAFT LOGBOOK
- *
ENGINE LOGBOOK
- *
PROPELLER LOGBOOK
- *
AIRWORTHINESS DIRECTIVES LOGBOOK

ZK-

This logbook complies with CAR Part 1 as a Maintenance Logbook for basic Class 1 and 2 recreational or microlight aircraft.

Aircraft with more advanced systems and maintenance requirements should use the standard CAA Maintenance Logbooks.

This logbook must not be carried in the aircraft.

For those with very complex aircraft and systems the standard CAA logbooks may be more appropriate, but the RAANZ logbook will cover most microlights.

Logbooks are available now- \$20 including P&P- email RAANZ to pre-order one. Additional pages can be ordered or downloaded/printed off the website.

SMS- Safety Management Systems

CAA have a draft Part 100 Safety Management Systems rule that is likely to come into force by the end of this year.

While it is likely that Part 149 operations will not come under this rule, RAANZ will be working towards adopting a simple SMS system that fits our operation and works for us at head office level, club level, and field level.

Still early days, but we have a draft guide for a club-level SMS that your club may wish to consider. Never know, it may save a few dollars, an injury, a life....

The following guide is also available [on our website](#).

Implementing SMS in your club

This page is a draft, not yet approved RAANZ policy.

SMS is simply about **identifying and mitigating risks** before they happen.

Nothing special, just common sense stuff.

Risks can be classified by their **probability** and **severity**.

Probability		High	Low
Severity	High	these first	then these
	Low	maybe later	don't worry

Identify those most likely to bite (probability) and those most likely to hurt (severity), and focus on ways to prevent the important ones.

For the big things, think about what you can do to reduce the probability of them happening, and what you will do if they happen.

It is really that simple.

Get your club members together to discuss and decide.

Above all, **keep it simple** so it is understood and used.

RAANZ Club SMS template

The following are **suggested but NOT mandatory** items to consider for a club level SMS.

We recommend you identify and implement those elements that are relevant to your club.

Our club officers

- We have a nominated **Safety Officer** responsible for overseeing safety of our air and ground operations.
- We have a nominated **ATO** to assist with instructor renewals, training standards and issues.
- We have nominated **Instructors** approved for instructing and flight testing in our aircraft.
- We have a nominated **IA** to advise on maintenance and perform the annual checks on our aircraft.
- We have a nominated **Maintenance Officer** responsible for managing the routine and incidental maintenance of our aircraft.

Our ground operations

- We have a **fuel management procedure** to ensure safe and sterile fuel storage, mixing and delivery.
- We have procedures to ensure **safe separation** between visitors and aircraft operations.
- We have **first aid facilities** in case of injury.
- We have recommended **taxiing, refuelling and tie-down procedures** for our field.

Our aircraft

- We have a **Maintenance Calendar/Defects noticeboard** for pilots to flag aircraft serviceability issues and showing when next routine maintenance is due.
- We have a **Daily Checks reminder** for pilots
- We have a **Pilot Cheat Sheet** with recommended operating conditions, speeds, etc for our aircraft.

Our pilots

- We have a **Pilot Training Record** system to track pilot training progress, ratings and approved flight operations.
- Our pilots know when their **BFRs and medicals** are due for renewal.

Our flight operations

- We have recommended **joining, circuit and departure procedures** for our field.
- We have recommended **EFATO procedures and emergency landing spots** identified for our field.
- We have **air/ground communication facilities** for use in in case of emergency and assistance.
- We have **flight planning facilities** to allow pilots to access current weather/NOTAM/other flight planning information.

Our club

- Our pilots **know and use** the above procedures and facilities.
- These procedures and facilities are **reviewed** on a regular and as-needed basis.
- We encourage an **open culture** where pilots report and discuss any safety concerns within the club and share with the wider aviation community via Incident and Defect Reports.

From The President

Rodger Ward, RAANZ President

I recently bumped into the local club president out at the airfield mid week when there was no wind, quite some high cloud and very little traffic. We exchanged pleasantries and reflected on the fact that he hadn't been for a ride in my Titan Tornado.

Problem solved.

Mike in the front, a briefing about the quirks of the Tornado, me into the back seat and away we went. Back on the ground after a nice local tiki tour Mike then reciprocated by rolling out his nice Alpi 200. I haven't flown one for a while and it was very refreshing to do so. While enjoying the still

air over North Loburn we both commented on the fact that we were extremely lucky to have access to the latest range of microlight aircraft that are now available. We also noted that a lot of newer members probably don't realise how fortunate they are.

How the picture has changed since the early days of 18 hp two stroke Robins attached to some tubing and sailcloth. Not to say there is anything wrong with the very basic form of our sport. The camaraderie associated with those few hours of sharing views of the world and aircraft certainly reminded me of why I enjoy the sport so much. Thanks Mike.

Recently Rangiora had an open day to promote the airfield and the activity that goes on there. The organisation was superb, aircraft were polished, rolled out and proudly displayed to the hordes of locals that came along. Unfortunately the weather precluded any flying apart from the Cresco that gave a spirited spraying display. The hordes of locals were a very diverse bunch.

As clubs and a national organisation we do get a very diverse bunch of people arriving at our door. This door is the entry point for many into the aviation environment. This door effectively has a bouncer on it making sure that anyone going inside is fit to go inside, knows the rules, plays the game, does not bring the sport into disrepute and does not do anything to reduce our freedoms. At a national level we are relying on the local bouncers to do a good job. It does make our job a lot easier.

The theme of recent seminars has been 'The standard you walk past is the standard you accept'. If you see something dumb going on and ignore it you have effectively condoned it and lowered yourself to that standard. Do something about it. It is too late to say something at the funeral or coroners inquest!

Upcoming events include the AGM at Raglan on the 14 Nov and the National Flyin in Hokitika on Waitangi weekend. See you there.

Feilding Flying Club

Stan Hyde/Pres FFC

Following on from our article in RAANZ mag issue 72...

We all know that the average age of rec pilots is going up every year. We see this with our national fly-ins with the same old crew from the past 15-20 plus years and a few more retired or middle aged members moving in.

Good news, we think we are seeing a new trend for aviation to be back in fashion.

Over the last few years we have had a lot of enquiries about learning to fly from people as young as thirteen years old. We had five students under sixteen years old up to mid October now dropping back to three as two under sixteen's joined RAANZ as novice pilots, one Jonathon Colliver soloed on his sixteenth birthday and the second Fergus Bryan, due to bad weather and school exams soloed the weekend following his birthday.

We have another member turning sixteen in November, Henry from issue 72. He will be ready on or near his sixteenth birthday to join RAANZ and go solo. We also have two seventeen year old students , one also has gone solo this year.

We have a work around the club for flying scheme for some of these members, which ends when they turn sixteen and can join RAANZ as a novice pilot.

Fergus has just finished this with his solo, then Henry will finish in November as he turns 16. Our youngest student Cody Giesen will then take over the work for flying duties. This arrangement works well for the club and the young student.

Our student ages are from thirteen years to mid seventies but it is really good to see this growth from younger ones who are still at school and taking a serious interest in flying. We hope this continues. We don't want to be the last generation flying. As you all know, these young ones become our new instructors, secretaries, treasurers etc and hopefully take over from us to keep this sport we love so much active for years to come. They are already are a strong active part of our club and we hope this trend continues.

Photos are of Jonathon and Fergus after going solo.



Defect Report- Foxcon Terrier 200

RAANZ admin

From: "Paul Parsons" <minicabzkezt@yahoo.com.au>
Date: Tuesday, 6 October 2015 9:57 PM
To: "RAANZ Admin" <office@raanz.org.nz>
Subject: Fw: Foxcon 200. (photos)

This email is to alert your members that a serious aileron fault has been found in a FOXCON 200 that could lead to their ailerons jamming [with fatal consequences]. I recommend that they all be grounded until FULL and THOROUGH inspection be carried out and appropriate rectification of any problem[s] found. From discussions it appears that aileron "snatch" has occurred in other Foxcon aircraft. This is where there is an abrupt excessive amount of aileron movement that is most likely the result of partial binding of the aileron bell crank releasing after the application of the extra pressure required to move the partially binding bell crank releasing resulting in effectively creating a sharp control in put.

Paul.

Sent: Sunday, 4 October 2015, 17:48
Subject: Foxconn 200. (photos)

- (1) Loose upper bell crank and fractured f/glass mounting box and poor quality f/glass work.
- (2) Hole worn in f/glass box and distorted bell crank arms.
- (3) No.2 from a different angle. Note the rivets with some piece missing - I have no idea what it was.
- (4) Different view of loose bellcrank and fractured f/glass box.
- (5) Another view as in (4).

Subject: Foxcon 200 maintenance

- [1] The owner of a Foxcon 200 and his maintenance engineer asked if I would re inspect the stbd aileron fulcrum with them as they thought there was too much play in it.
- [2] I consider both the upper and lower bushings/bearings were excessively worn [3] I have been asked to help rectify the problem.
- [4] My query is what is the correct procedure for removing the bell crank and what parts are available for this repair ? I consider the port fulcrum also has excessive wear and have recommended that it also be serviced.
- [5] During our discussion they both said that in their experience when the ailerons on the Foxcon 200's here in NZ are applied they seemed to "snatch" rather than operate smoothly.

Your comments on these matters please.

P.R.Parsons. 021 399499



New Charts effective 12th Nov

You can order these through our new AIP Shop at www.groupead.co.nz - search for NEW EDITION and place one order for NEW EDITION only.

From the West Auckland Airport/Parakai newsletter

Flying on old maps can really cause problems, even just one or two days after they become obsolete, as Harvey Lockie recalls:

Many years ago a syndicate member and I were flying in a Cessna 172, a few days after new maps came out.

We were using the new maps in the uncontrolled airspace between Tauranga and Rotorua and were surprised to hear the content of a commercial airline's radio calls to the Tauranga Tower.

The conversation went something like:

"Tauranga Tower, [this is] xxxx, I've just passed under an unidentified Cessna, two miles inside Tauranga controlled airspace."

The tower acknowledged.

After a quick look at the (new) maps that we were flying off, and the old maps that we still had on board, we called:

"Tauranga Tower, this is Cessna zzz, 1000ft overhead yyyy, one mile outside controlled airspace on the maps that came into effect a few days ago, but two miles inside controlled airspace on the obsolete maps. We are probably the Cessna referred to as we've just had a commercial aircraft pass underneath."

Tower: *"xxxx, do you wish to file an incident report?"*

"Standby"

.... Long pause ... and an older voice came on...

"Negative, no further action."

Tower: *"Very wise... Cessna, do you wish to file an incident report?"*

... *"Negative"*

We (and probably the young co-pilot of the Air NZ flight) learned several lessons from this event:

1. Do not use obsolete maps.
2. Think carefully and be very sure you're right before deliberately potting another pilot.

Membership changes

Frank Van Der Hulst	Manawatu Microlight Club	Advanced National	Upgrade
Ryan Fitzmaurice	West Coast Microlight Club	Flight Instructor	Upgrade
Lewis Stewart Bufton	Canterbury Recreational Aircraft Club	Flight Instructor	Upgrade
Kerry Millar	Canterbury Recreational Aircraft Club	Advanced Local	Upgrade
Trevor Jefferis	Gyrate Flying Club	Intermediate	Upgrade
Alan Coubray	Mercury Bay Aero Club	Senior Flight Instructor	Upgrade
Kathleen Middleton	Associate- no club affiliation	Novice	FRT0
Gary Hawkins	North Otago Aero Club	Intermediate	Upgrade
Matthew O'Connell	Mercury Bay Aero Club	Novice	Joined
Duncan Macdonald	Gyrate Flying Club	Novice	Joined
Steven Wollenweber	Canterbury Recreational Aircraft Club	non-flying	FRT0
Jonathon Colliver	Feilding Flying Club	Novice	Joined
Roger Gibbs	Wairarapa Ruahine Aero Club	Novice	Joined
Alex Fletcher	Wairarapa Ruahine Aero Club	Novice	Joined
Lawrence Page	Canterbury Recreational Aircraft Club	Novice	Joined
Ian Smith	Gyrate Auckland	Novice	Joined
Glenn Martin	Canterbury Recreational Aircraft Club	Advanced National	Joined
Lo, Siu Tung	Gyrate Flying Club	Advanced National	Joined
Fergus Bryan	Feilding Flying Club	Novice	Joined
James Quickfall	Associate- no club affiliation	Advanced National	Joined
Chen Wing Hei	Gyrate Flying Club	Advanced National	Joined
Ming Ngai Ting	Gyrate Flying Club	Advanced National	Joined

RAANZ National Fly-In 2016

HOKITIKA AIRPORT

FEB 5-8



The West Coast (SI) Microlight Club in association with the Hokitika Aero Club invite all pilots and crew to the RAANZ 2016 Fly-In to be held on Waitangi week-end. Fly over the alps and enjoy the magnificent scenery, uncluttered skies and great weather.

Over the three days we will arrange flying competitions, scenic flights, good food and the chance to meet old and new friends. This Fly-in is open to all pilots and all aircraft types.



Take the time to read the NZHK page in your AIP. Note the two sealed runways. Do not land on the grass. Landing fees will be waived. BP Avgas available on field with swipe card. We will run a shuttle to town for Mogas.

PROGRAMME

Friday: We anticipate some of you will arrive this day. No activities are planned. Camping is free-of-charge. Registration and BBQ Dinner.

Saturday: Arrival. Registration. Local flying. Group dinner at a local hotel.

Sunday: Breakfast, Pilot Briefing, Competitions, Lunch, Fly-Away. Transport provided to town. BBQ Dinner

Monday: Breakfast, Local Flying, Departures.

ACCOMMODATION

Camping will be permitted on the airfield. Contact Hokitika I-Site for other accommodation on 03 755 6166

COMPETITION PROGRAMME

Nominated Distance Takeoff and Spot Landing to a mark. Standard 1000 ft circuits. Aggregate of two each. Penalty scoring.

REGISTRATION

Please register your aircraft (\$25) no later than Friday 15 Jan 2016. Please advise numbers of crew and passengers. This greatly helps our caterers. Payments for meals will be made on arrival.

WCMC Direct Payment Details:

ANZ Bank. West Coast (SI) Microlight Club 06 0845 0005292 00

Enter your name and "2016 Fly-In" then email drew.howat@xtra.co.nz so that he can record the details.

NB. NZHK Hokitika is a certified airfield. Scheduled commercial flights of Air NZ Q300 or Beach 1900 aircraft occur each day. There is also a commercial helicopter operator and a scenic flight operator active on the field. Hokitika is a mandatory broadcast zone (MBZ).Class G airspace. No dogs allowed on the field. Collect all rubbish and prevent FOD.

CONTACTS

Event coordinator: Mark Ralfe markralfe@gmail.com

Event Sec/Treas: Drew Howat drew.howat@xtra.co.nz

West Coast Microlight Club CFI Ray Leach ray.leach@xtra.co.nz

Hokitika I-Site hokitika@i-SITE.org

RAANZ NATIONAL FLY-IN

2016 HOKITIKA FEB 5-8

Please reply by return email to drew.howat@xtra.co.nz

The following prices are approximate and are to be confirmed and paid at registration upon arrival. (Cheque or cash. No eftpos available)

		Numbers
Registration	\$25	()
Friday BBQ Tea	\$15	()
Sat Breakfast	\$5	()
Sat Lunch	\$10	()
Sat evening dinner	\$40	()
Sun breakfast	\$5	()

Name.....

Email.....

Contact Phone.....

Registration Includes All Day Tea/Coffee Biscuits

Breakfast= Fruit Juice, Fruit and Cereal, Toast, Tea Coffee