

December 2022

RAANZ RECIPILOT



OVERVIEW

WELCOME TO THE DECEMBER RECIPILOT ISSUE

We have some exciting content to share with you, including profiles on each of the RAANZ executives. These profiles will give you the opportunity to put some names to faces and get to know the individuals who are working hard to lead and support RAANZ.

In addition to the profiles, we have also included the usual articles and helpful information that you have come to expect from our newsletters. Thank you for being a part of the RAANZ community. We hope you're enjoying the festive season and have a HAPPY NEW YEAR!!

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Notes From The CEO

Scott James | audit@raanz.co.nz

As you read this you are hopefully finishing the last of the leftovers from Christmas. If not – probably time to throw them out! I trust everyone had a good week.

Included in this issue, the new Executive has provided an introduction to themselves. If you see any of us around the country, please feel free to say hi. Any one of us would be happy to hear feedback that you may have for RAANZ, and how we can improve. There is also a reminder about reporting. Reporting of Accidents and Incidents isn't optional, and we need to up our game on this.

The goal is not to punish for incidents, with a “Just Culture” prevailing. This is the same attitude CAA is taking. Genuine mistakes are learning exercises and we can all learn from them.

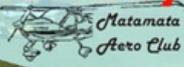
A quick reminder to make sure you are current (Medical, BFR, Annual and RAANZ membership).

Have a great New Year – and keep safe

Annual Fly In



2023 RAANZ National Fly-in
Hosted by the Matamata Aero Club
3-5 March 2023



Heads up!!!
We'll be sending out info packs and registration sheets mid-January to pre-registered email addresses.

Please pre-register at info@mac.org.nz with numbers and callsigns



Competitions
Sight-seeing flights
Avgas available
Food options
Awesome people!



ACCIDENTS & INCIDENTS

There are a number of Accidents and Incidents that are occurring that are not being reported. We have a mandatory obligation to report accidents to CAA. There have been several non-serious injury accidents recently where the aircraft has been moved without authorisation from CAA. When reminded of the requirements of 12.101, the pilot/aircraft operator has said that the rule doesn't apply to their operation under Part 149.

Most pilots/aircraft owners are following the correct procedures, and these are in your documentation as part of the training for your certificate holders. CAA requests that a reminder is sent to your members of the actions to take in the event of an accident. In particular, the circumstances when an aircraft or contents can be moved and what should be recorded at accident site for later investigation.

Accidents as defined below, must be reported.

“Accident” means an occurrence that is associated with the operation of an aircraft and takes place between the time any person boards the aircraft with the intention of flight and such time as all such persons have disembarked and the engine or any propellers or rotors come to rest, being an occurrence in which –

- (a) a person is fatally or seriously injured as a result of –
 - (i) being in the aircraft; or
 - (ii) direct contact with any part of the aircraft, including any part that has become detached from the aircraft;

or

- (iii) direct exposure to jet blast – except when the injuries are self-inflicted or inflicted by other persons, or when the injuries are to stowaways hiding outside the areas normally available to passengers and crew; or

- (b) the aircraft sustains damage or structural failure that –

- (i) adversely affects the structural strength, performance, or flight characteristics of the aircraft; and

- (ii) would normally require major repair or replacement of the affected component – except engine failure or damage that is limited to the engine, its cowlings, or accessories, or damage limited to propellers, wing tips, antennas, tyres, brakes, fairings, small dents, or puncture holes in the aircraft skin; or

- (c) the aircraft is missing or is completely inaccessible.

Incidents must be reported to RAANZ. Section 9.2 of the RAANZ Exposition state

All aircraft accidents and incidents must be reported to RAANZ.

The Incidents forms are available on our website. Information from these incidents helps us review and assess any quality assurance or remedial action that may be required to help prevent further occurrences.

FIT TO FLY

I am sure we all are aware of the IMSAFE acronym and the need to ensure we are in a good state for flying – particularly so at this time of year. Most of these are straight forward, but one that is often not given enough attention is Stress. There have been a number of incidents recently where this may have been a cause. Our minds are distracted by events at work, or issues in the home (medical etc.). In these circumstances, our brains can be much more easily overloaded by tasks at critical time (downwind checks, final etc.) or when something goes wrong.

If in doubt – don't fly – or find an instructor/safety pilot.

ARE YOU FIT TO FLY?

- I**LLNESS Free of illness and symptoms
- M**EDICATION Safe medication only
- S**TRESS Managing stress well at home and work
- A**LCOHOL OR DRUGS Free of alcohol and drugs and their effects
- F**ATIGUE Rested and sleeping well
- E**ATING Fed, watered and ready to go

Remember to give yourself the 'I'M SAFE' check before you take to the sky!

CAA
CIVIL AVIATION AUTHORITY
FOR NEW ZEALAND
In Te Ao Māori: Te Kaitiaki Takekōwhiri i te Āwhiwhi

OPERATIONS

Thanks to all those who have recently filed incident reports. By getting this data we can gain a true picture about the health of our sport and in some respects, it is not as healthy at the moment than we would wish for.

In the last three weeks we have had reported four incidents that without prejudicing any ongoing investigation do need some comment on. Good luck has prevailed again, and no injuries have resulted.

We have had two gear up landings. While at first glance what happened may appear to be obvious - ongoing investigation will probably identify a myriad of Whys.

As I have mentioned numerous times in the past we have an amazing range of aircraft that we are able to fly. From very early first generation through to today's very sophisticated plastic fantastics. All are worthy aircraft in their own right.

With increasing sophistication comes numerous and sometimes complex systems. It is essential that a deep understanding of all systems is firstly achieved and secondly currency is maintained.

With the more complex systems it is crucial that an "on Final" check is done. This will include ensuring the engine is capable of executing a Go Round at short notice when required and ensuring the gear is down and locked i.e.,

- Carb heat cold if applicable
- Mixture Rich if applicable
- Propellor in Take Off mode
- Three Greens for the undercarriage.

Go Round if you have any concerns

The third event involved a precautionary landing after detection of an engine problem. The resulting landing caused considerable damage to the aircraft. It is essential that skills for all normal and emergency events are learnt and currency maintained. Don't just bore holes in the sky every time you fly. Get out there and practice all the stuff that you may never use. It's a bit like the Fire Engine tucked away in its shed. You hope like heck it never gets used but when it is used you want it to be working well and have had some practice at doing what is needed.

The fourth event is a near miss at an unattended airfield where an aircraft established in the circuit took avoiding action to ensure separation from an aircraft joining. Please ensure that you do not assume anything about other aircraft. Keep the scan going and avoid becoming fixated on one particular item. With regard to the join for a Right Hand circuit, try and give yourself a bit of a downwind leg on the non traffic side to ensure you have time to spot the circuit traffic and establish the most appropriate gap to fit into.

Be safe out there,

Practise IMSAFE,

Be brutally honest about your currency for the flight you are about to undertake.

Regards,

Rodger Ward, RAANZ Ops.

MEET YOUR EXECUTIVE

Following the AGM, there have been a number of changes to the Executive, and this is a good opportunity to provide a little more information about the team. Please make a point of saying hello to them if you see them around the traps.



Rainer Kunnemeyer- Training Officer

Rainer Kunnemeyer is the CFI of the Matamata Aero Club, a RAANZ ATO, and a Gliding NZ B-cat instructor. He lives in Hamilton and owns a Tecnam P92E MkII based at Te Kowhai airfield. Rainer has been flying recreationally for the past 25 years with about 2500 hrs in both microlights and gliders. Professionally, he is now semi-retired. He was an Associate Professor in Engineering, has a PhD degree, and is a Life Senior of IEEE. He has about 25 years' experience in adult education at various levels, as well as experience and training in safety systems and processes.



David Readman

David Readman was a SAC Director and the Operations Officer prior to joining RAANZ. He has been involved in Recreational Aviation for 42 years; previously holding a NZ CPL, ATO, Instructor and Test pilot rating with approx. 7000 hours TT, which includes 5000hrs Instructing in Microlight Aircraft mainly in the Waikato area.

Other work experience involved managing positions in the textile industry, bedding manufacturing, Custom aircraft sails and covers. Currently resides in Cairo Egypt.



Scott James - CEO

I learnt to fly many years ago in the USA and transferred to a NZ License in the late 90s. I moved to Microlights about 8 years ago, and am a Senior Instructor at Rangiora. Now lucky enough to have my own strip where I spend way more time on the mower than in the plane! For the last couple of years I have been the Quality Manager for RAANZ.

I am Chartered Accountant, but for last 20 years have been working primarily in the Risk Management industry.

As the incoming CEO, I am very grateful to the work Evan Gardner has done over the last 40 years and am looking forward to continuing the support of our Sport and the freedoms we enjoy.

MEET YOUR EXECUTIVE

Vivienne Patterson



Her professional life is as a chartered HR Professional and is a Director and owner of EQ Consultants Limited, which is based in central Christchurch. She holds a master's degree and is the past President of the Canterbury Branch of the Human Resources Institute of New Zealand.

Viv's involvement in flying is limited as she is still a novice – quietly working her way through the training requirements. A combination of COVID restrictions and work assignments outside of the Canterbury area (and weather) has slowed down the training process.

Viv has been a member of Canterbury Recreational Aircraft Club for approximately 3 years and enjoys flying but also being a passenger with other club members to fly-ins or just flying locally. Although primarily flying the club Tecnam's, Viv is keen to try flying other planes and has already had a trial flight in the Alpha Electro.

Stuart Parker - Administrator



- Electronics Engineer
- PPL waaaaay back in the 70s when a C152 was \$12.50/hr.
- Family and finances stifled flying for about 20 years.
- Family grown up and out of my hair, back into flying and decided Part 103 was the way to go- good mix of mechanical/electrical/engines/building/flying/DIY.
- Initially flying a trike, built a 3-axis single seater, now crossed over to the dark side with an ultralight gyro.

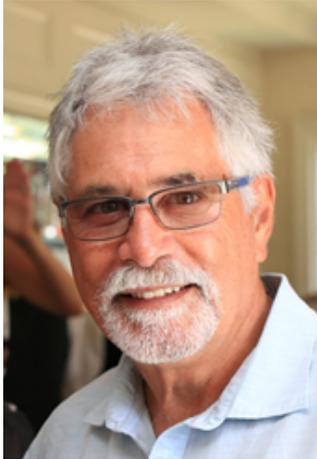
Simon Patterson



Simon is a Junior Instructor based in Queenstown and flying mostly out of Cromwell and Manapouri. He is a former paraglider pilot, and has a little over 450hrs mostly on Alpi, Tecnam and Zenith aircraft. Simon owns a landscaping company in Queenstown and when not working or flying is kept busy with his young family, fishing and hunting outings. Simon enjoys encouraging safe and enjoyable flying and encouraging people to take pride in flying with professionalism and fostering just culture, honesty and integrity to help us become the best pilots we can be.

MEET YOUR EXECUTIVE

Bill Penman - Systems Auditor



I spent 47 years as an Air Traffic Controller
29 years of that was at the Ohakea military base where we mixed up civil and military traffic.

The last 10 years was as the Chief Controller at Palmerston North
I held an examiner qualification for Airways along with carrying out auditing duties throughout the country's towers.

I obtained my pilots licence in 1970. In early 1982 I had my first flight in a microlight Kasperwing. It scared the hell out of me initially, but a bit of perseverance and I started to get the hang of it. From then on, I was hooked and subsequently flew a variety of early types e.g. Mirage, Trikes, Quicksilvers, Pterodactyls, Bantams and Drifters etc. I have owned a B10 bantam, a Kasperwing, an Avid Flyer and currently a half share in a Tecnam P92 Echo super based at Tauranga

Over the years I have progressed as a RAANZ instructor to ATO standard and served on the RAANZ executive for many years as the Operations officer.

I have recently been asked to fill in as the Systems Auditor for RAANZ

Colin Alexander – Technical Officer



Colin has been the Technical Office for RAANZ for many years and has contributed greatly, including instigating the extremely valuable “On Condition” programme.

He is a mechanical engineer by profession, with too many other qualifications to list. He is a LAME and many of you will know him from Solo Wings in Tauranga. He is extremely well respected in the aviation community.

He is currently flying a Sting S4 with a Rotax 912 iS Sport engine and busy rebuilding two Tecnams, an MTO Sport Gyro and a Titan Mustang and fitting ADSB to his Aquilla Trike. (in his spare time.....)

Bradley Yorke – President



Bradley runs Yorke Excavations in the deep south and is a Senior Instructor. He was instrumental in merger of SAC and RAANZ during his first year as President. He currently gets about in a Tecnam 2002.

MEET YOUR EXECUTIVE



Rodger Ward - Operations

My aviation adventure started in year 12 at High school with training for my PPL. This was completed in Year 13. I accumulated hours over the next few years and completed a CPL in 1975. More hours were gained doing lots of parachute dropping out of a C206. This gave me enough aviation experience to be trained as an Air Traffic Controller. I retired from ATC mid last year having done quite a few different ATC roles. During the ATC years I kept an active interest in General aviation gaining an Instructor Rating and doing quite a few hours in the right hand seat of many light aircraft.

The landscape changed dramatically in the early 1980's with the arrival of microlights which appealed with their aviation simplicity and ability to put a smile on the face of most who were involved with them.

I was a foundation member and now life member of the Manawatu Aviation club holding roles at times of CFI and President.

A move south in the early 1990's saw me join the Canterbury Microlight club, fore-runner to Canterbury Recreational Aircraft Club, holding positions of CFI and President and also being heavily involved in establishing a microlight presence at Rangiora.

I have been involved with the Executive of RAANZ for a number of years being President for three and now wearing the Operations hat.

I am deeply passionate about our sport and am acutely aware we have the best framework for our type of aircraft anywhere in the world.

Membership Changes

Caomh Browne-Scott	Associate	Novice	Joined
Colin MacMillan	Manawatu Aviation Club	Senior Flight Instructor	Upgrade
Leo Cooney	Manawatu Aviation Club	Advanced National	Upgrade
Michael Noad	Associate	Novice	Joined
Stephen Walker	Canterbury Recreational Aircraft Club	Advanced Local	Upgrade
Bryan Rentoul	Canterbury Recreational Aircraft Club	Advanced National	Upgrade
Nicholas Haslam	Gyrate Flying Club	Novice	Joined
Renier Rautenbach	Associate	Advanced National	Upgrade
Petr Sladeczek	Whangarei Flying Club	Intermediate	Upgrade
Bryce McGhie	Central Hawkes Bay Aero Club	Advanced National	Upgrade
Jimmy Taylor	Canterbury Recreational Aircraft Club	Novice	Exam
William Siakifilo Jackfield	Associate	Advanced National	Upgrade
Lyle Hood	Associate	Advanced National	Joined
Joshua Zyza	Associate	Novice	Joined
Bruce Larkin	Bay of Islands Aero Club	Novice	Exam
Paul Clinton	Gyrate Flying Club	Novice	Joined
Hayley Vincent	Associate	Advanced National	Joined
Christopher McComb	Dargaville Aero Club	Novice	Joined
Eric Meinders	Otago Aero Club	Advanced National	Joined
Mark Muller	Kaitaia Aero Club	Advanced National	Joined
Jordan Searle	Canterbury Recreational Aircraft Club	Novice	Joined
Jack Collier	Wanganui Aero club	Advanced National	Joined



Stolen Equipment

Ph: (09) 298 9207

A NZ Warbirds member recently had a lot of flying gear stolen. It might appear online or around the place for sale.

Among the gear were two Lightspeed Zulu headsets in their cases, a McMurdo Fastfind PLB in its neoprene flotation pouch, a Yaesu 250 handheld transceiver and various small aircraft bits including a set of collapsible mini chocks.

If anyone hears or sees of any of these items up for sale, could you please contact the CFI, Dave Brown, with details.

NZ Warbirds Office
Ph: (09) 298 9207



Logo Competition

Our current logo has been around for quite some time, but it is ready for an update. If you are the creative type (I'm an accountant – so it's forbidden), grab your crayons and send your ideas to editor@raanz.org.nz.





Recreational Aircraft Association
of New Zealand (Inc)