

AUGUST-SEPTEMBER 2023



RAANZ RECPILOT



- RAANZ AGM Notice
- RAANZ Survey Results
- Scout Microlights
- Aye, aye – the Joy of Aging



WELCOME TO THE AUGUST- SEPTEMBER RECIPILOT ISSUE

Spring's close by and the weather is already feeling warmer. In Canterbury we've had some definite non-flying days (but we still can't grizzle about the weather, acknowledging those still suffering from recent events) – I'm glad some much needed maintenance on my aircraft is just about through. Will we have a settled Spring?

Thanks to the contributors once again for adding to our communal webazine.

Cover – One of the more popular microlights available in New Zealand – the Zenith CH701. In this case, Chris Pennell is flying his syndicate's ZK-JRT.

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Notes from the CEO

Scott James

I have just returned from six weeks in warmer climes. Hopefully the weather will behave here and let me catch up on my flying.

In the last newsletter, we introduced the results of our survey. This month, we will look at some of the other results. Vivienne Patterson, one of the RAANZ Executive, has gone through and summarised the results, which you will find in this newsletter.

New Learning Management System



As this newsletter comes out, we will

be switching off our old exam system. Our new system has had a huge amount of work over the last 8 months, from our Training Officer, Rainer Kunнемeyer. Over the last couple of weeks, we have had a couple of webinars to introduce all of our Instructors to the new system. It is a significant

improvement, with some great new training. This will continue to be worked on, and any feedback is welcome.

A video, introducing the new system, is available [here](#). Access to the system is [here](#).

Even if you have already passed your exams, you are welcome (encouraged) to sit the exams (it will not impact your existing Exam scores). Talk to your instructor.

You will also see in this newsletter, the AGM information. I encourage you to either attend in person, or via zoom (from the comfort of your living room).

Scott James

CEO

New Plane Talking GAP

Scott James



The CAA is releasing a Good Aviation Practice (GAP) video, Plane Talking 2023, about standard radio calls. This video is the first educational product to be released as part of the Work Together, Stay Apart campaign.

The video, and an accompanying seminar, will be rolled out to aerodrome communities, aero clubs, and flying schools throughout New Zealand during September, October, and November.

The first session is in Rangiora on September 6. Highly recommend that as many of our members attend as possible.

Here is a link to the [Schedule](#)



AGM

November 11, 2023. Rydges Wellington Airport. 10.30am – 2pm

- Rydges Wellington Airport Conference Centre
- Saturday 11 November
- 10:30 for 11:00 start
- Car Parking - A discounted rate of \$20.00 is available for conference delegates at the new multistorey undercover car park at the Wellington Airport. It is a brief 1-minute walk from the car park across to the main entrance of the hotel making Rydges Wellington Airport the most convenient place for the AGM.
- Formal Notice, Agenda, Nomination form, Remit form will be posted on our website soon.
- Financials and Reports will be posted on our website following presentation at the AGM.

We will also offer Zoom attendance, as we have done in the past.

In addition to the normal AGM agenda, this year we need to approve a new constitution to comply with the new Incorporated Societies Act. This is now in final draft and will be sent to the members well before the AGM for any feedback that needs to be included.

Join the Exec! Our survey showed that only a few are willing to put their hands up. It isn't the easiest of roles, but it is rewarding to give something back to the sport. There are all sorts of skills required in the Executive. If you are not sure and would like more information on the requirements, please feel free to give me, or one of the other Exec members a call to chat.

The Executive nomination form can be found using this link ([Nomination Form](#))

Time to start thinking about this. November is not very far away.

National Fly-in – Hokitika 2024

Early notice – 2024 RAANZ Annual Fly-in

Hokitika Airport, February 03-06, 2024

Local advice suggests accommodation will be at a premium so early bookings are advised. We suggest visitors do this through the Hokitika iSite:

<https://hokitikainfo.co.nz>

At this point we anticipate some camping sites will be allowed airside.

More information as plans firm up.

Scott James
RAANZ CEO and VP



Membership Survey Results 2023

Vivienne Patterson

Firstly, thank you to all the members who took the time to contribute and participate in the survey. We all know that after taking the time to provide information there is nothing more frustrating than not getting any feedback, so here goes...

Having almost 600 responses from our total membership of 1400 was fantastic.

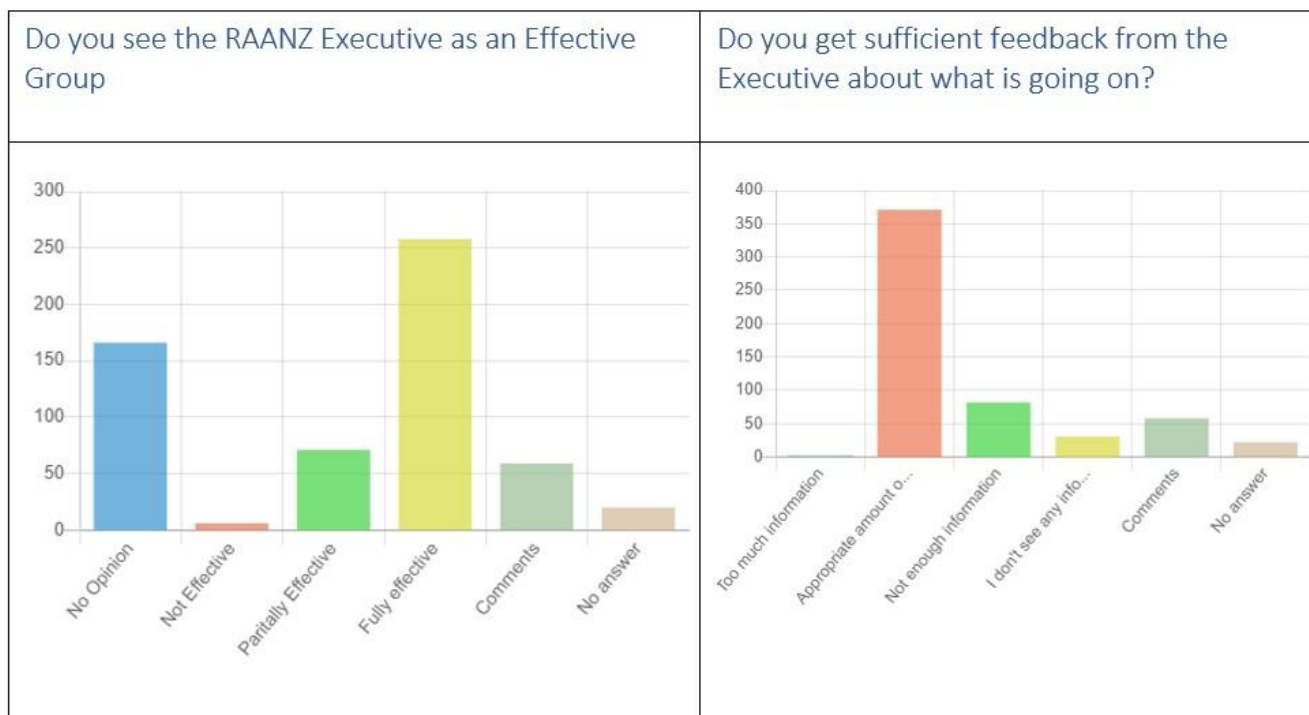
The main purpose for putting out the survey was to provide the executive committee with information directly from the membership for strategic planning. The committee are mindful that, with the merger between RAANZ and SAC, the future direction and priorities of the organisation needs to reflect both groups.

(More information on the strategic plan will be provided to all members once the plan has been developed. Of course, we will be keen to get constructive feedback from you all).

In the meantime, here is a brief overview of the survey results.

RAANZ

The first few questions of the survey were focused on how the members felt about RAANZ as an organisation. This included members' opinions on the performance of RAANZ; if the executive was an effective group and if you are getting sufficient feedback from the executive about what was going on. The overwhelming feedback was that a significant majority of members recorded that RAANZ was meeting their expectations on performance, effectiveness as a group and were getting sufficient feedback from the committee. Generally, people believe the Executive is effective, which is good news. A significant number of you had no opinion. The comments indicated that we have not been as good as we should have been about letting you know what the Executive actually do.





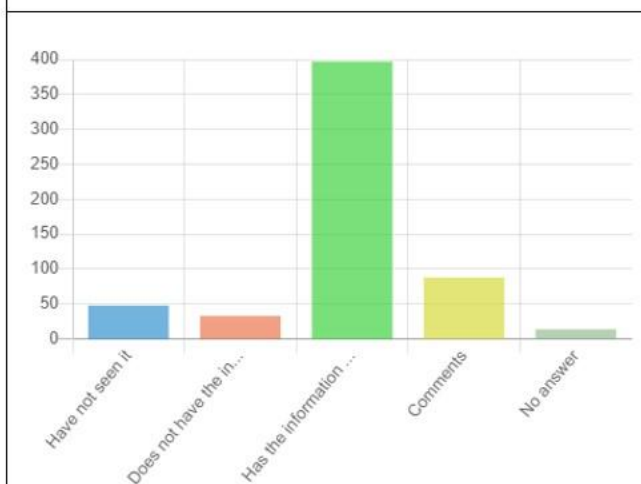
Communication

The main vehicles for communicating with a membership is through the newsletters and the website. Therefore, it was important to ask the membership, how they engaged with the communication channels.

There were a significant number of people who read the RAA NZ RecPilot newsletter regularly. Surprisingly, some who indicated that they don't get enough information, also indicated that they only occasionally read the newsletter, and are not aware of our Facebook page. Although most people indicated that they found the information they needed available on the website. Some also said they haven't seen our Web Page. RAA NZ uses the website as the primary pilot communication for updates on the rules, and changes, that apply to our sector.

From the feedback, it is clear that we need to continue to improve our communications and we always are open to feedback on how this can be improved. The feedback we have received on the new layout of the newsletter has been very positive, and we want to continue to build on that.

Are you happy with the RAA NZ website has the information you need?



RAANZ Activities

Some of the questions were to provide ideas to the committee for further development. Examples of these were online webinars for exam training, roadshows, and annual Fly-ins. I'm sure you can appreciate these

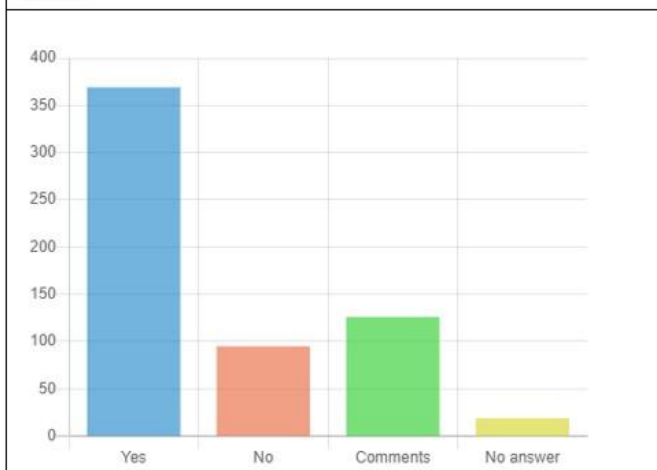
activities take considerable time and energy to develop and therefore it is important to ascertain if the membership find these of value. Most people reported that they found out about RAA NZ events in a timely manner.

Online Training

There was a huge response to the suggestion of online webinars for exam training.

The newsletter outlines the new training and exam system which is in the process of being launched. We have already completed two online webinars to introduce the new Learning system to the Instructors,

Would online webinars for exam training be of use?



and our Training Officer has developed a video tutorial for all RAA NZ members.

Roadshows

Roadshows have been used as a way of meeting member and Instructors (in Instructor Roadshows) out in the regions, to keep them up to date with the latest expectations of CAA, technical information, training and updates on safety. The roadshows have been happening throughout the country and provide general updates on what the organisation has more recently been doing and give members the opportunity to get answers to any questions they may have.

It was disappointing to see that when asked to rate the roadshows over the last couple of years that most



members have not attended the roadshows that have been available. The roadshows do take time and resources to organise, so we encourage you to come along to the sessions to ensure you are getting the most out of your membership.

Fly-ins

Fly-ins are designed to get members together that are passionate about microlight flying and enjoy sharing this with others who are equally enthusiastic. Usually, it is a time to test flying skills, check out the old and new planes and catch up with old friends. Traditionally RAANZ has organised an annual fly-in rotating between the North and South islands. The survey asked if an annual fly-in was preferred or if people wanted more organised. There was a clear majority that supported one fly-in per year.

Club Engagement

As an organisation it is important that the executive get an understanding of how members engage with both RAANZ and local clubs. However, there was a clear view that RAANZ should not make compulsory club membership a requirement to also be a member of RAANZ. When asked about whether both RAANZ and local club membership has brought a sense of community and belonging, there was a spread of feedback.

A huge majority that answered the survey indicated that they are a member of a flying club.

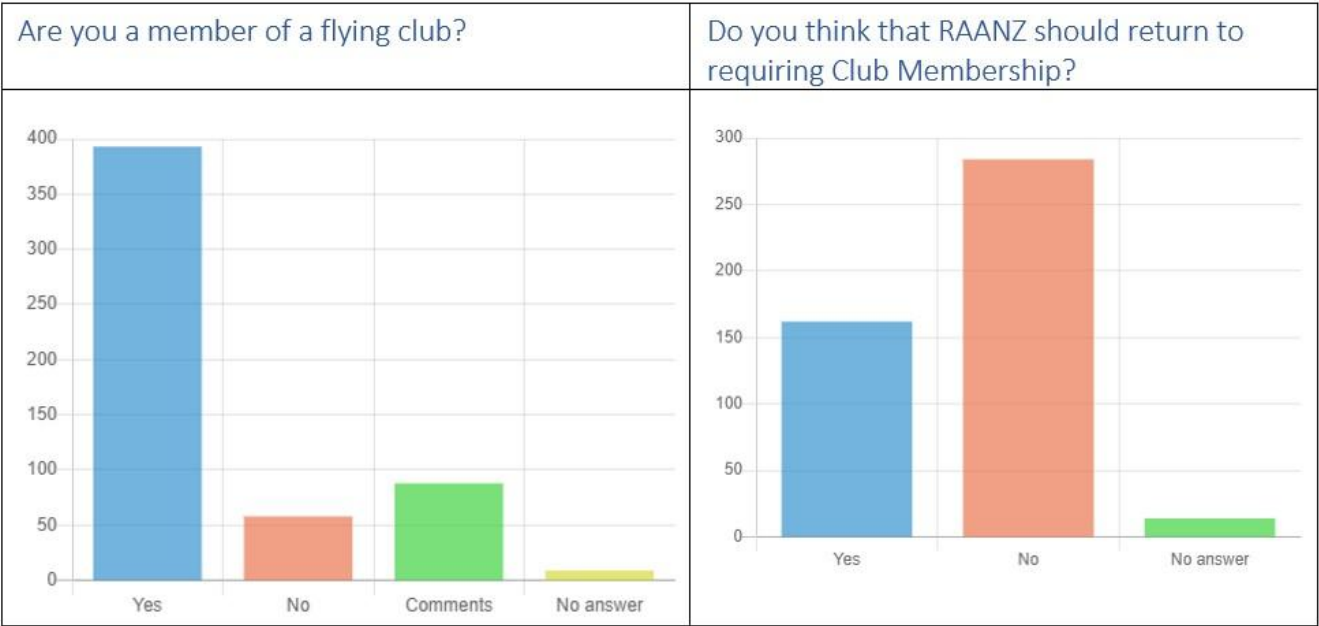
While it isn't required, a club can offer a lot, including facilities (that afternoon coffee between flights!), social opportunities, as well as an oversight structure of CFIs and Safety Committees. We recommend belonging to a club if at all possible. We still require a club to recommend new instructors, and nominations for the Executive. This is because the local pilots are in a position to provide the required character references. It was good to get the feedback that people were able to book an instructor when they required it.

Comments

The executive also received lots of feedback through the comments that were made throughout the survey. Due to the large volume of comments, we will not be providing feedback in this article. However, rest assured the executive have read through all these comments and appreciate both positive and negative comments that have been provided. It is only when we receive this information can we look to improve what we do and how we do it - in serving our membership.

Once again, I would like to thank all of you for the valuable input you have provided.

Viv Patterson



RAANZ Operations

Rodger Ward

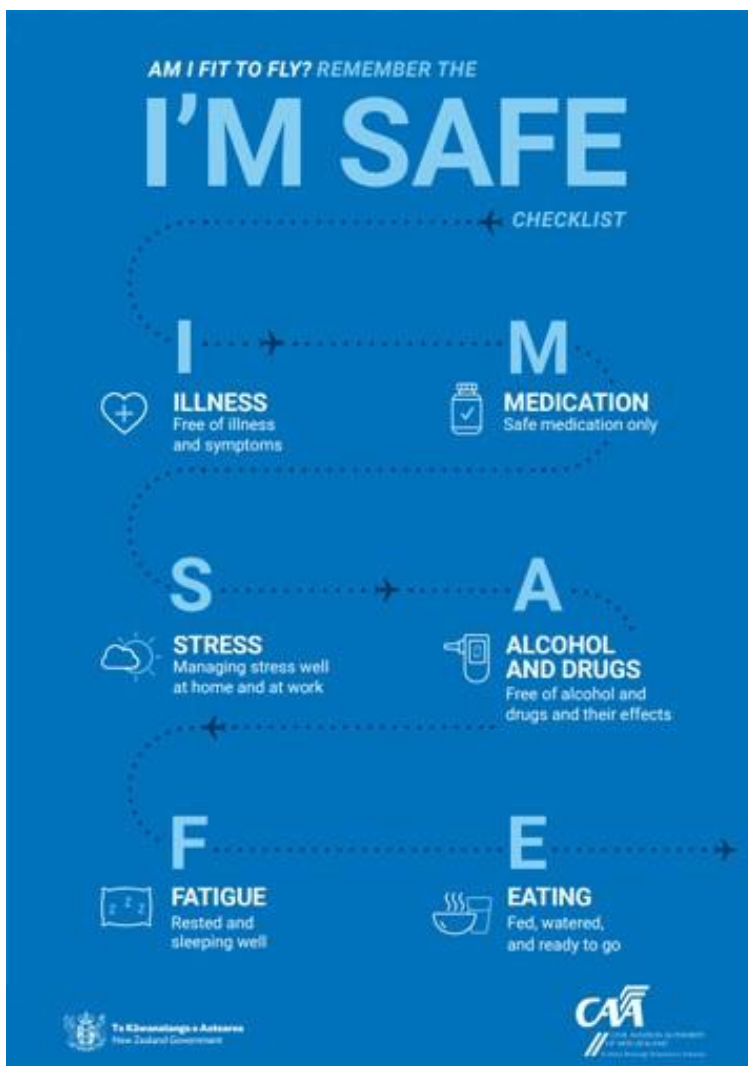
I hope the winter is treating you all well.

The weather has certainly been a little strange and sometimes limiting the time we can be actively involved in our sport.

The ground time certainly provides a very good opportunity to attend to those small jobs the aircraft needs doing and also a good time to sit down and chew the fat about events that may have an adverse effect on our aviation careers over a coffee with like-minded aviators.

You will have seen in recent Rec Pilots some accident data. It is evident that an accident does not care about how about how experienced you are but the accidents do grab hold of those that lack recent currency for what they are attempting to do.

One well promoted safety poster is;



This personal checklist is absolutely essential before we get anywhere near hopping into an aircraft.

However, there is a critical addition needed for this poster.

The last item

E Eating. Fed, watered, and ready to go

needs also to include:

E Experience / Currency. How current and experienced am I really for the flight I intend to undertake today

E.g., Maybe I should opt for Joe's slightly uphill 300 metre strip with good approach and overshoot rather than Fred's very steep one way 100 metres with no overshoot if I have not been anywhere near something like that for a while.

Startle

When any unexpected or out of the ordinary event occurs the brain/ body does take some time to react. **The Startle factor.** All events take time to assess. Some very little, some lots and in some rare situations more time than is available resulting in very bad results.

Some adverse events do require immediate and correct action. E.g. engine failure just after takeoff. These events need to be well taught and well practised.

If training for these events has been poor and the practise limited then the results may be less than ideal.

Some adverse events do allow some time to assess and plan. Accident files show many adverse events where the reaction has been far too quick and inappropriate. Yes, there is a balance, but if there is time in a **BAD** situation then;

Breathe

Analyse

Decide



All can expect more focus during training and BFRs on situations where Startle is introduced. It may be that halfway round that superb steep turn when the power is suddenly reduced. A wizzy steep turn is meaningless if the pilot sits there like a stunned mullet when the noise making machine goes quiet.

We cannot simulate every possible adverse scenario in the air during training so it is vitally important that the 'what ifs', however random they may be, are discussed.

If you do have a 'What if ? ', please get hold of an Instructor or respected colleague and ask. There are no dumb questions.

Safe Flying,

Regards,

Rodger Ward.

RAANZ Ops

TAIL DRAGGER TRAINING



contact:
Terry 0220399691
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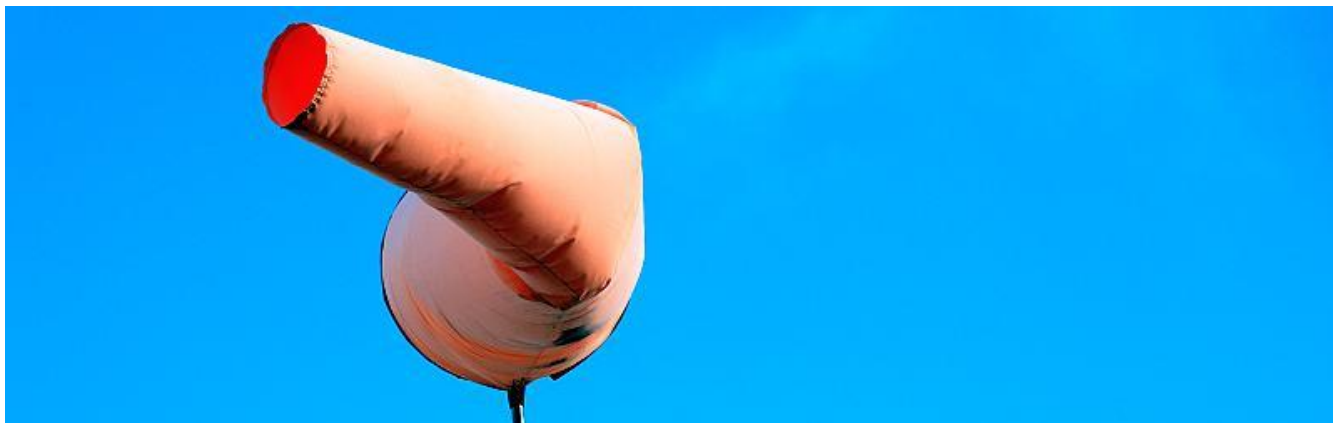
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Membership Changes

Stuart Parker

Name	Club	Certificate	Update
Alan Caldwell	Gore Aero Club	Novice	Joined
Charles Robin Wooldridge	Whangarei Flying Club	Advanced Local	Upgrade
Christopher John Sutton	Gore Aero Club	Novice	Joined
Daniel Collings	Associate	Intermediate	Upgrade
Daniel Taylor	Wairarapa Aero Club	Intermediate	Upgrade
David Coleman	Otago Aero Club	Novice	Exam
Edward Richards	Associate	Novice	FRT0
Gary Bernard Julian	West Coast Microlight Club	Advanced National	Joined
Guy David Ross	Wairarapa Aero Club	Novice	Exam
Jamie Bertie	Canterbury Recreational Aircraft Club	Advanced Local	Upgrade
John Macdonald Cushen	Nelson Microlight Club	Novice	Joined
John Turner	NZ Autogyro Association	Advanced Local	Upgrade
Jordan Searle	Canterbury Recreational Aircraft Club	Advanced National	Upgrade
Joshua Bruce	Mercury Bay Aero Club	Novice	Joined
Joshua Wayne Maddren			Joined
Luca Fillippo Ruzzon	Canterbury Recreational Aircraft Club	Advanced National	Joined
Luke Charles Underwood	Associate	Novice	Joined
Luke Matthews	Kaitaia Aero Club	Novice	Exam
Michael Epton	Associate	Novice	Exam
Nicola Van Der Hulst	Associate	Advanced National	Upgrade
Richard Pollard	Whangarei Flying Club	Advanced National	Upgrade
Ross Stafford	Associate	Advanced National	Joined
Stephen Healy	NZ Autogyro Association	Novice	FRT0
Wayne Godfrey	Associate	Advanced National	Upgrade
Yuxi Jin	Otago Aero Club	Novice	Joined





Bob Kerr Photo

Scout Microlights

Keith Morris

Although I have postulated that Pete James' McCullough powered Easy Riser was the first microlight to fly in New Zealand, in 1978, it is possible that an early version of the Skycraft Scout could lay claim to be the first microlight to fly here. It would be great if someone out there with a very long memory could shed some light on our first Skycraft Scouts.

The Skycraft Scout was designed in Australia by Ronald Wheeler of Sydney who put a motor on his earlier design Tweetie hang glider in 1972. Wheeler was a yacht builder and he used yacht fittings and sailcloth in his design. This was well before John Moody put an engine in his Easy Riser in the US in 1975. The original Scouts used a form of wing warping for control of the roll axis.

What we do know about Scouts in New Zealand was that they were imported by a Dunedin firm L M Wright and Company and they reckoned they sold around 80 examples of which about 50 were registered. Of course before 1982 microlights did not have to be registered in

New Zealand. So there were a whole lot of unregistered Scouts out there, some of them potentially before 1978 but we really don't know. The first examples were registered in March 1982.

One of the earliest Scouts to be registered was Russell Brodie's ZK-EYK, in May 1982 and Russell told me that they flew it a lot from Rangitata Island, and they still have it there. The heading photo above shows it flying at Rangitata Island on 5/4/85.

Interestingly there has been a recent mini resurgence in Scout restoration with Russell's son Ross restoring and registering ZK-FJI in February 2023 and at Wanganui Jonathan Mauchline has restored and registered 2 Scouts being ZK-RWW and ZK-SLF (which was a previously unregistered one).



Left, Scout ZK-FJI at Rangitata Island in 2023 (with a Quiksilver MX 2 taking off)

Of course the Scout is a single seater microlight which produces its own problems for people learning to fly one. I remember a friend of mine telling me of his early experiences in flying a Scout at low level with his instructor shouting directions to him while riding a motorcycle alongside!

Another unregistered Scout that I know about was flown at various locations on the Otago Peninsula in 1989. This Scout was around when Geoff Williams was building and flying the last of his series of unregistered homebuilt aircraft (but that is another story for another time!).



Above, The Otago Peninsula Scout getting airborne from Blueskin Bay in 1989



Left, this picture was captioned “the Scout crashing again(!) at Hoopers Inlet”.

Could any early microlight flyers who have stories and photos from the early days please contact Keith Morris on keith.morrisKMM@gmail.com so that the stories can be re-told in future issues of the RAANZ Newsletter and be kept as a record of the history of microlighting in New Zealand.



Aye, aye... the Joy of Aging

John O'Hara

At a recent vision check-up the optometrist said your vision is good. But I said I can read the letters on the chart ok but they all have halo's. A quick check of the retinal scan pix and he says you have cataracts! I'm 66.

That explains why when flying I was starting to feel like I wasn't seeing things in the distance as well as I could before - just a vague feeling, because it changes so slowly you don't really notice.

Off to the Ophthalmologist who recommends surgery to replace the lens with a new plastic one. Plus, as a bonus, when they replace the lens you can have a vision correcting lens implanted.

I have worn progressive glasses for a long time correcting long distance and short distance vision. Several options were presented. Correct for long distance and use reading glasses for close up; Correct one eye for close up and one for distance (apparently your brain sorts it out so it works well in practice); or multifocal lens that have a close up lens in the centre and distance on the outside.

So, I start the research phase talking to neighbours who have multi focal and love them and reading a lot about the options. In the end I went with both corrected for long distance and the left eye one click back from perfect and with a better depth of field lens. So now my distance vision is better than 6/6 and I can easily see the panel and read instruments. I need to use my reading glasses if I need to see fine detail on a map. Mobile phone is mostly fine without reading glasses.

I'm very happy with the outcome and occasional use of reading glasses is a big step forward. I did consider multifocal but, in the end, went this way because I wanted perfect distance with no compromises.

What's the process, well it takes a while. These guys are very fully booked and from diagnosis to resolution took me over a year. The cost was covered by medical insurance but, if not, it would have been

about \$3,500 per eye. It can be publicly funded but your vision needs to be a lot worse and then only one eye I understand, so not a practical option for safe flying. Pre-surgery my vision had deteriorated over the year to where I could pass a private driver's license test but only just, for safety I grounded myself for a few months until complete.

They prefer to do one eye at a time to prevent cross infection, either a week or two apart. The procedure is very quick and takes only 15 minutes in theatre, with paperwork, recovery etc allow 2 hours. It's done under IV sedation, so you don't know a thing. The most startling thing to me was how crisp and white everything looked through my first eye leaving the surgery and when I closed it how yellow everything looked through my other eye. Because it's so gradual you don't notice but the change was amazing. CAA recommend a week stand down from flying for single vision lens, or 12 weeks for multifocal.

So, if any of this seems familiar, get checked out - and if you do have cataracts, get them fixed, you'll be amazed at the difference.

What's a Cataract?

A cataract is when the normally clear lens of your eye turns cloudy or milky. Obviously, this has a detrimental effect on your vision.

The technical cause is the proteins in the cornea denaturing and causing the cloudiness.

There are different types of cataracts and several different treatments, the most common in New Zealand being surgery.

Preventative measures are always using sunglasses, not smoking, eating leafy greens. It's also a natural part of aging!

The prevalence of cataracts increases with age. 4% of 55-64-year-olds and 90% of over 80-year-olds have cataracts or had them operated on.

Microlight Incident Reports

Microlight Type/Model	Zenair 701
Place of Incident	Foxpine
Other aircraft involved	NIL
Describe the incident	Slight fuel leak in sight gauge on fuel tank Disconnected the battery Proceeded to drain tank After 15-20 mins sight gauge let go and fuel ignited destroying aircraft and contents
Describe the affect on safety	Caused heat fumes and smoke damage to hangar roof and surrounding area
Remedial action taken	Pulled aircraft outside and let it burn. Not much more could be done.
Corrective or preventative action recommendations	All safety measures were presumably taken. Ignition source not know – possibly static electricity.

Random Aircraft Photo



White space is beautiful, but aeroplanes are better – The Catalina Society's awesome PB4Y lifting off from Omaka, during Classic Fighters Omaka 2019. I believe the late Brett Emeny was at the controls. Another gem of the Kiwi aviation scene (Brett AND the PB4Y!)

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