

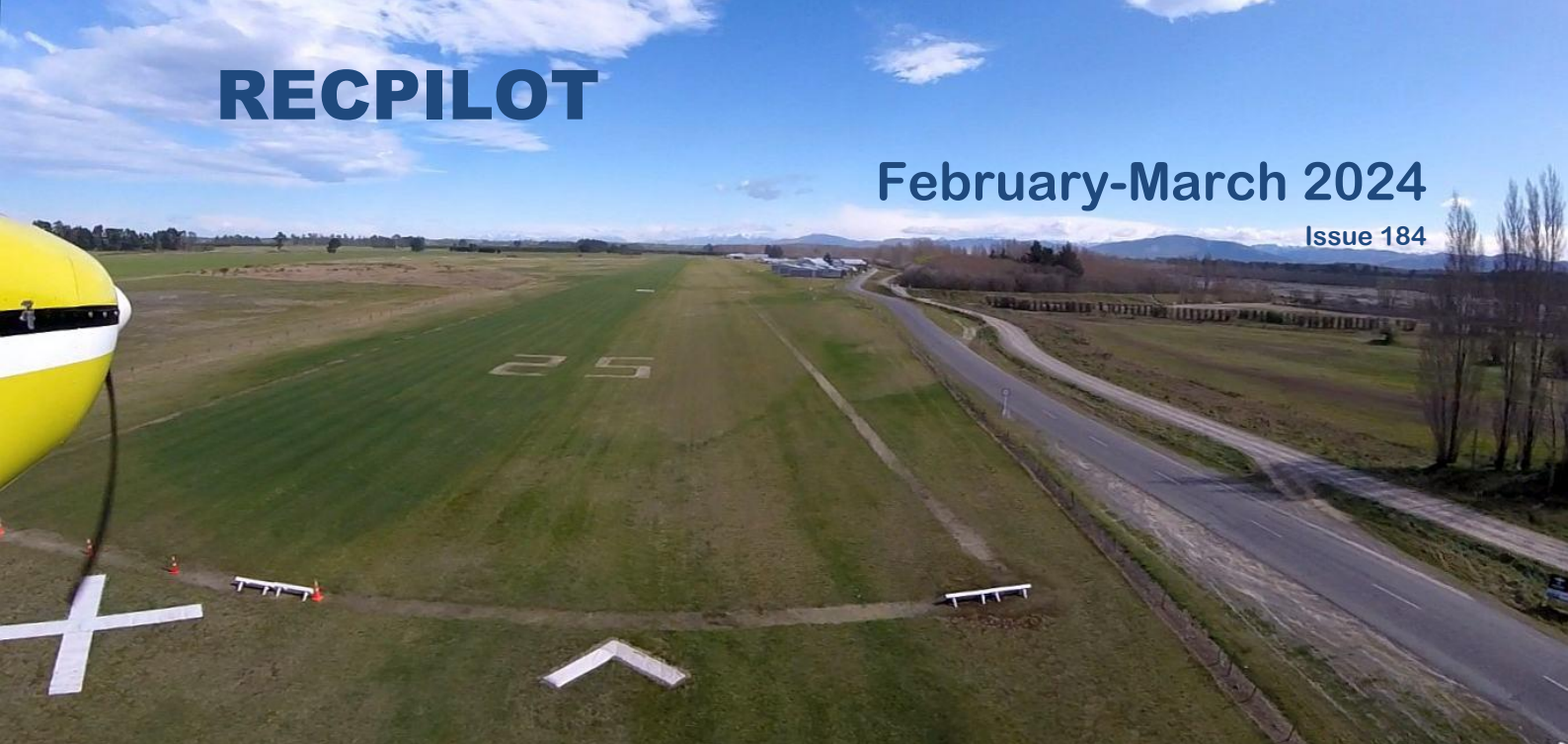
RECPLOT

Recreational Aircraft Association
of New Zealand (Inc)

FEBRUARY-MARCH 2024



- Omaka Open Day
- Fit and Proper
- Work Together, Stay Apart
- National Fly-in details



Late Summer/Early Autumn Edition

Here in Christchurch the season feels as though it's changed already - hopefully we'll get some settled flying weather after the current storm blows through. It feels as though flying hours and club activities are down across the country, I'm guessing because of the economy. What's your thoughts?

Although this month's content, apart from the Omaka report, is very focussed on Microlights, most of the photos are "heavily weighted". Feel free to send more microlight photos in!

I strongly recommend you read the CEO Notes and the NPRM section and make a submission to the CAA.

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Cover – Yes-I-know-it's-not-a-microlight, the De Havilland Mosquito of the Omaka Aviation Heritage Centre.

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CEO – Scott James, ceo@raanz.org.nz

Operations – Rodger Ward, ops@raanz.org.nz

Administration – Stuart Parker, admin@raanz.org.nz

Editor – Brian Greenwood, editor@raanz.org.nz

Notes from the CEO Scott James

It was a shame that the Fly-in had to be postponed, with particular apologies to those who had already started the trip to Hokitika when the team there had to make the call. The new dates have been set - see later in this issue for more information. Let's cross our fingers for good weather and good turnout.

Some of you may have seen the Facebook post about the Notice of Proposed Rule Making. CAA has recently issued this, and it has a couple of issues we should be concerned about. RAANZ will be making a submission, as are several other organisations. I encourage all of our members to take a look at it and make a submission if you can. More information later in the newsletter.

You may have noticed we have started using a new logo - thanks to Jon Mauchline for creating this for us.

We are still looking for someone who would be keen to assist with social media. Facebook posts etc. If this is something you think you can help with, let me know (ceo@raanz.org.nz)



Above, since it's a Mosquito edition (see page 8), here's the first Kiwi-restored Mosquito flying at Ardmore in 2012 (Brian Greenwood)

Fit and Proper

RAANZ operates a trusted Fit and Proper system, with a self-declaration.

You are required to let RAANZ know if anything happens that may impact your Fit and Proper status. This includes any upcoming court appearances, as well as convictions. It also includes any traffic related offences (yes – speeding tickets).

Declaring these will likely not impact on your Fit and Proper status, but you are required to let us know.

NPRM - Notice of Proposed Rule Making

CAA have recently released a NPRM, which will impact a number of Civil Aviation Rules. While most of the changes are not relevant to the microlight community, there are two that are.

- Those flying on a part 149 Certificate (most of us), will not be able to legally Cost Share as we have done in the past. The rule proposes that only those with at least a PPL and a Class 2 Medical (not a DL9(P)) will be able to cost share.
- Clarifies the rules on Introductory Flights. Generally, these changes make sense, with not too much impact for us (RAANZ already specifies that introductory flights can only be

carried out by an instructor). However, addition of the phrase "Basic level of manipulation" is ambiguous.

The CAA website page containing the NPRM and feedback form is at

<https://www.aviation.govt.nz/rules/rule-development-and-change/nprms-open-for-submission/>

Feedback must be received by Monday 25 March at 5pm. I encourage all clubs and members to submit.



Omaka Wings and Wheels 2024

Brian Greenwood

As soon as I saw the Omaka Airfield Open Day I had to buy tickets – the star attraction was going to be the ex-RNZAF FG-1D Corsair recently re-homed to Omaka. This aircraft is now in full RNZAF markings and looks great.

The day itself was very hot, 30°C on a very dry airfield. I was slathered in sunblock and took on a nice glossy sheen which seemed to do the job.

There were a few scheduled events, with a World War one scenario involving four aircraft (which, aircraft being aircraft, boiled down to two!), the Corsair, Avro Anson I, a Harvard display, and the Aviation Heritage Centre's De Havilland Mosquito (probably one of the most original in the world) doing run ups during the event.



Above, A massive Windsock threatens the Sopwith Pup Replica

Below left, The Neuport 11 Bebe replica

*Heading, *That* Corsair... yum!*



Other goings-on were Trial Flights with the Marlborough Aero Club, who seemed to be flat out, and Warbird rides including Bevan Dewe's newly restored Harvard.

This was no airshow; the crowd line was further from the runway, and it was a far smaller event. Many of my photos were badly affected by the heat-haze. However, the vibe was great, and there were lots of food stalls along with the AHC Café to cater for the throngs (although the queues were quite long at times).



Open Day tickets also got free access to the two AHC Museums, and there was a half-price entry to the Car Museum on the field.

As to the star, Frank Parker had just depatched the IJN Nakajima Kate (actually a Nanchang in disguise) and was



Top, The Mosquito did quite a few starts so I'm guessing some of them were hot starts. This one was!

Above, my heart skipped a beat – was I going to see an Eindhoven fly? This gorgeous and accurate replica (even down to wing warping instead of ailerons) was on static display.

Left, one of the 'Death Hunt' movie Bristol Fighters rescued by Graham Orphan, restored in its movie colours.

Below, the Rob Mackley owned Stearman model 75 just gleaming in the sunshine.

Below left, be still my beating heart – Isaacs Fury Replica ZK-DMN





getting into his stride in the Corsair when the engine coughed and spluttered. A couple of stripes of white smoke trailed behind it, and he wisely headed for a precautionary landing at the neighbouring Woodbourne Airfield. I relaxed once I saw it turn at the end of the landing run on FlightRadar24.

Eventually Graham Orphan was on the PA telling us that 'all's well' and they think it was a small fuel



Top, Frank Parker puts the Corsair through its paces
Above left, dropping into Woodbourne to say 'hi'.



When (if?!) you're tired of watching aeroplanes, you can go and look at more – in the two Museums that comprise the World Class AHC.

Above, One of my favourites, the RE8

Above right, an original Thomas Morse Scout in one of the many set pieces.

Right, How many aircraft of any description (let alone fighters) are still wearing their original World War Two paint?



issue. You learn a lot about people during an issue and that was a class act!

It was a thoroughly enjoyable day, not a full-on air show but a great local event.



Above, Bevan Dewe's Harvard did a good few passenger flights, too.





Above, the very attractive Yak-3U 'Steadfast' filled up the sky with smoke trails. I can watch this all day – the way the smoke trails curl and evolve into rings has me wondering about the physics and air flow.



Second Row, JEM Aviation had this ex-John Smith P-40 on display. I'm sure aviation historians would appreciate the different markings and paint colours on display, including (I think) the original American DuPont RAF colours and the RNZAF (BALM?) colours over top.

Third Row, Series, 1,2, and 3 Jaguar XJ, a rare Holden Premier, and other cars..



Accommodation and Hangarage at Pukaki Airport, Twizel



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RAANZ Operations

Rodger Ward

This month's article is penned by our Auditor, **Bill Penman**, and relates to LogBooks.

The logbook will be examined during Flight Certificate issue so any casual entries could well hold up that process.

We have noticed a nice improvement in Logbook use so keep up the good work.

Pilot Logbooks

Logbooks are a legal document of your flight details and can be used in a court of law. CAA Rule part 61.29 has the requirements for all pilots.

It is essential that entries are accurate and up to date. Every entry in a pilot's logbook must be made within 7 days after the completion of the flight to be recorded.

Most pilots use the Log book produced by CAA NZ - The CAA Pilot's Log book.

The inside front page includes a space for your full name. This is followed by instructions on the various columns to be completed for each flight.

The next page is a student pilot training Record. This must be signed off by the instructor when each exercise is completed, and the instructor deems competency.

The back pages include entries for the various type ratings achieved. (For convenience and keeping all in one place, I have pasted an envelope on the last page and keep my current Medical, RAANZ membership and last CMV form)

RAANZ part **2.29 Pilot logbooks** outlines what must be included in your logbook.

- a record for every flight during which the pilot acted as a flight crew member of an aircraft.
- a record of each flight test, flight review, competency demonstration and flight crew competency check. (These must be signed off by the instructor/examiner. RAANZ has a sticker for these.)

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

- the date of the flight:
- Aircraft type
- the aircraft registration (the last 3 letters)
- Pilot in command. Instructor or yourself ("Self" is sufficient)
- Copilot or Student (Self if student)
- the purpose and route of the flight including the place of departure, any intermediate landing, and the place of arrival; (if more room is required this can be entered in the same line after the time entry columns e.g. diversions, occurrences, incidents etc. It is OK to use multi lines if required)
- for a training flights, details of the training exercise (if more room is required this can be entered in the same line after the time entry columns)
- the flight time: (this can be either in hours and minutes or decimals of an hour)
- The last column or a column that you may not use can be used for miscellaneous details e.g., Instructor time.
- A summary of flight details off all columns should be totalled after completing each page and certified by the pilot. These details should be carried over to the next pages.

The logbook shall be a bound book with the details entered in ink (not pencil), providing a permanent written record of the pilot's flight experience. If a mistake is made draw a straight line through the entry and start again on the next line. White out must not be used.

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

It is good practise for an instructor to assist the student in filling in logbook details correctly until competency in such.

Bill Penman
RAANZ Auditor



Instructors

All current Instructors will shortly receive a bound copy of our Flight Standards document. This provides extensive data on what we mean when we grade Flight Certificate holders after flight test or during BFR's. This data should be used during flight debrief discussions.

National Fly in

This event is now planned for Hokitika 22 – 24 March. As mentioned previously these are always a very good opportunity to join with like-minded colleagues in a celebration of our sport.

The West Coast is an amazing part of the country. Flying through to the Coast is always rewarding but like any significant aviation excursion must be treated with lots of respect. Sitting down with others to discuss pre-flight planning is always very healthy and good health is a biggie.

Test Pilots

At present there is a discrepancy between what a Senior Instructor and those that have a Test Pilot Rating can do. We are working through an amendment to our Exposition to ensure these privileges are the same and will be a little more restrictive for those that have Test Pilot Rating. Both these categories will apply only to aircraft that have known history and to which there is a Flight Manual.

Special approval will have to be sought for One Off type aircraft.

IMSAFE R

All should be very familiar with the **IMSAFE** personal checklist that must be carried out before we get anywhere near an aircraft with the intention of flying.

I have mentioned this earlier but a reminder is always healthy. The tail end of this checklist must include **R**.

This for Recency.

This is a very personal question that must be asked and answered brutally honestly as if your life depends on it, because it does!

How Current am I really for the type of flying I intend to do today???

Safe Flying,

Rodger Ward

RAANZ Ops

Mosquito Confirmed for Warbirds Over Wanaka

In a major coup, Warbirds Over Wanaka International Airshow has secured one of the world's most iconic WWII fighter-bomber aircraft for its Easter 2024 airshow.

The ex-RNZAF de Havilland DH98 Mosquito NZ2308 is weeks away from the end of a fifteen-year restoration in Auckland and the American owners have generously agreed to allow the aircraft to fly at the Southern Hemisphere's largest Warbirds airshow.

Warbirds Over Wanaka General Manager Ed Taylor says securing the Mosquito is the 'icing on the cake' for airshow organisers. "We already had an amazing line up for our first airshow in six years but now it's gone next level with confirmation that we are to have a Mosquito on the flightline."

Ed says the news does come with a caveat. "Warren Denholm and his team at Avspecs are confident they will have the Mossie flying in time but there is always the possibility that there may be a last-minute problem which prevents that."

Membership Changes

Name	Club	Certificate	Update
Xavier Gregory	Parakai Aviation Club	Adv. National	Upgrade
Ryan Plowright	Hawkes Bay and East Coast Aero Club	Adv. National	Upgrade
Daniel Alan Taylor	Wairarapa Aero Club	Adv. Local	Upgrade
Matthew Walker	Golden Bay Flying Club	Adv. Local	Upgrade
Brett Belworthy	Associate	Intermediate	Upgrade
Hayden Ross	Associate	Adv. National	Upgrade
John Carrington Ahearn	Associate	Adv. Local	Joined
Aidan Green	Stratford Sport Fliers Club	Adv. National	Upgrade
Gregory Mark Chapman	Associate	Intermediate	Upgrade
Caspar van den Broek	Whangarei Flying Club	Novice	Joined
Steven Phillip Woods	Opotiki Aero Club	Novice	Joined
Calum Angus McCoss	Whangarei Flying Club	Novice	Joined
Stephen Mosen	Mercury Bay Aero Club	Adv. National	Joined
Richard Euan Charles Lake	Parakai Aviation Club	Adv. National	Joined
Gary Leonard Hann	Stratford Sport Fliers Club	Adv. National	Joined
Daniel Donald Scott	Associate	Novice	Joined
Tom Williams	West Coast Microlight Club	Adv. National	Joined
Malcolm Campbell	Canterbury Recreational Aircraft Club	Adv. National	Joined
Caleb McDonnell	Wairarapa Aero Club	Adv. National	Upgrade



RAANZ Signs Work Together, Stay Apart

Most will now be well aware of the Work Together, Stay Apart safety campaign, and hopefully attended one of the CAA Seminars around the country. CAA is asking organisations and individuals to show their support for the campaign by signing a Statement of Commitment.

RAANZ supports this campaign and we have signed to the Statement of Commitment (SoC). We all want to see safer operations at unattended airfields.

You can sign the SoC and review who else has signed on the CAA website. I encourage our members, and clubs in particular, to sign up.



Let's work together to stay apart at unattended aerodromes

Aly Thompson, CAA

Have you heard of the CAA's latest safety campaign, Work Together, Stay Apart?

Since 2008, seven people have been killed in mid-air collisions at unattended aerodromes. Since 2016, there have been 500 reported airborne conflict events, 137 of which were near collisions. Critical near collisions have increased year on year.

Work Together, Stay Apart is about making unattended aerodromes safer. It aims to reduce the likelihood of mid-air accidents and the number of near collision and air proximity events within the circuit at unattended aerodromes.

One of the biggest issues in flying around unattended aerodromes, according to reports to the CAA, is the quality of radio calls. In a recent Vector article (Summer 2023), CAA Aviation Safety Advisor Carlton Campbell said that it's important for us all to realise we're part of a 'system' when we make a call.

"Listen, really listen to what other pilots are saying about where they are and what their intentions are, and only then decide whether it's necessary to make a call as well, and if so, what information would be helpful," he said.

Airmanship also plays an important role in pilot safety. In the same Vector magazine, Aaron Pearce, formerly CFI at South Canterbury Aero Club, and currently an advisor to the CAA's Work Together, Stay Apart campaign, says he would write 'courtesy' at the top of the list of attributes making a pilot's attitude 'appropriate'.

"Courtesy is the password to safety," he said.

"Yield, don't push. Why are you in such a hurry to get on the ground? Flying is fun and enjoyable, so if you have to make way for someone, enjoy the extra time in the air."

There are many contributing factors to mid-air collisions and it's about following best practice to be as safe as possible.

Over the course of two years, the campaign will use initiatives such as seminars for industry participants, working groups to address specific issues, and educational material to help the aviation community have a common understanding about flying safely at and around unattended aerodromes.

Show your commitment to Work Together, Stay Apart

It's clear that many in New Zealand's aviation sector are committed to increasing safety at unattended aerodromes. To acknowledge that commitment, the



CAA launched a Statement of Commitment on 9 February for individuals and organisations across the aviation sector to sign.

More than 100 individuals and organisations have already signed the Statement of Commitment. By doing so, they've publicly committed to:

- adopting the recommendations of the Work Together, Stay Apart safety campaign by modelling best practice when operating from unattended aerodromes.
- raising awareness of the safety campaign, and its resulting resources and events
- participating in opportunities to learn from, and engage with, others in the aviation sector.

Signatory organisations also commit to:

- publicly endorsing the Work Together, Stay Apart safety campaign
- allowing and supporting their members, employees, students, trainees, and volunteers to participate in opportunities arising from the safety campaign
- providing training opportunities for their people.

By signing the Statement of Commitment, you'll set an example for your peers. The CAA is keeping a public list of signatories on their website. Visit aviation.govt.nz/WTSA to sign, and see the list of those who've already signed it.

From the Administrator

Stuart Parker

Currency

Just a reminder, your flight certificate validity depends on current membership, current medical and current AFR/BFR. To help you keep these current we issue reminders and membership invoices in the month before they fall due, and our accounting system chases up overdue invoices for a period after that. We try to help, but the final responsibility rests with you as the pilot- best to keep a copy of your medical and CMV in the back of your logbook and set your own reminders of when they are coming up for renewal.

Sending documents

We accept documents (forms, medicals, CMVs, annuals) by pretty much any medium - post, SMS/MMS, scan/email, by hand, google docs, etc. We don't do stone tablets anymore. Preference is to scan/email them - much quicker than NZ Post. We keep these records electronically, so sending them electronically makes processing our end much quicker. But, however you do it, please

make sure they are legible - particularly cellphone pics. If you can't read it, nor can I.

Flight times

I still get annuals and BFRs where the IA or Instructor has ticked 'Logbook presented and inspected' but with no hours entered on the form. Or TT this time is less than last time. Really? Pilots/owners - do your homework beforehand and totalise and sign off your hours in a summary line in the logbook. Instructors/IAs - help them the first time to get their logbooks under control, but next time tell them to go home and sort the logbooks out before you sign them off. If they can fly a plane, they can manage a logbook - once they know how.

Flight Test Standards Booklets

These will in the mail later this week to **all current and active** Instructors.



Left, Trevor Barrett's Mirage ZK-ESQ.

Bob Kerr, an aviation historian and photographer, took photos of the two North Cape to Bluff Mirage microlights during a stopover at Timaru on 23 February 1982.

Right, Ken Asplin's Mirage ZK-KJA with 10 Draught Beer sponsorship which was also applied under the wings.



Pioneering Flight from North Cape to Bluff by a Trio of Microlights

Keith Morris

Shortly after the first microlights were registered by CAA, three early microlight pilots planned a pioneering flight from North Cape to Bluff by microlight. The three were Ken Asplin and Trevor Barrett from Hamilton and Marty Waller from Auckland. Ken and Trevor were Kiwis while Marty Waller was an American who came to New Zealand with the Quicksilver agency. With his business partner Tommy Namais they formed Pacific Sails Ltd.

Ken Asplin and Trevor Barrett both flew Ultraflight Mirages that I think were the first 2 microlights to be registered. Ken's machine was ZK-KJA (MAANZ 011) and Trevor's machine was ZK-ESQ (MAANZ 013). Marty Waller flew a Quicksilver MX ZK-MRW (MAANZ 010).

The epic journey began on 7 February 1982 at North Cape and the trio completed the journey in 60 hours flying time, finishing up in Bluff on 27 February. Here is an article that appeared in The Press newspaper at that time:

Three microlight aircraft pilots – Trevor Barrett, Martin Waller, and Kenneth Asplin – completed the last leg of a flight from North Cape to Bluff on Thursday. People have walked, cycled, and ridden horses the length of New Zealand but few would have felt these pilots' exhilaration.

You pull the stick back and feel yourself lift into the sky and the smooth air said Mr Barrett. Then it's the wind rushing past your cheek and throbbing in your eardrums – what he called "back to basics flying".



There are no gauges or cockpits on the microlights and navigational aids were (not) necessary because right down the country it was a matter of following the roads or the coastline.

The trio completed the journey in 60 hours flying time. They began their flight from Cape Reinga on February 7 and the last leg from Gore was like a carnival of flying machines in the sky. The microlight plane trio had been joined by Murray Hagen in his Pterodactyl and the pilot of a motorized hang-glider or “trike” as it is known in the trade. The five all taxied across the paddock together and rose effortlessly into the air.

The three pilots had a good time in the air. They took pictures, waved to one another, and evolved a

system of sign language. When it was time for “smoko” they hailed one another and chose a paddock to land in.

The view is beautiful, and you have a fabulous feeling of peace said Mr Barrett.

The Press, 27 February 1982.

If you have any early microlight stories and photos, please contact Keith Morris on keith.morrisKMM@gmail.com. We'd love the stories to be re-told in future issues of the RAANZ Newsletter and be kept as a record of the history of microlighting in New Zealand.

Below, after Last Edition's tribute to the late John Bolton-Riley, Keith Morris sent us this superb image of JBR flying the Mustang Microlight ZK-FIV. This was taken during the 2017 RAANZ Fly-in at Rangiora.



RAANZ National Fly-in – Hokitika 2024, March 22-24

Program and info [here](#). (PDF)

Friday

- arrivals greeted. Parking / camping explained.
- assistance given with fuelling.

Saturday

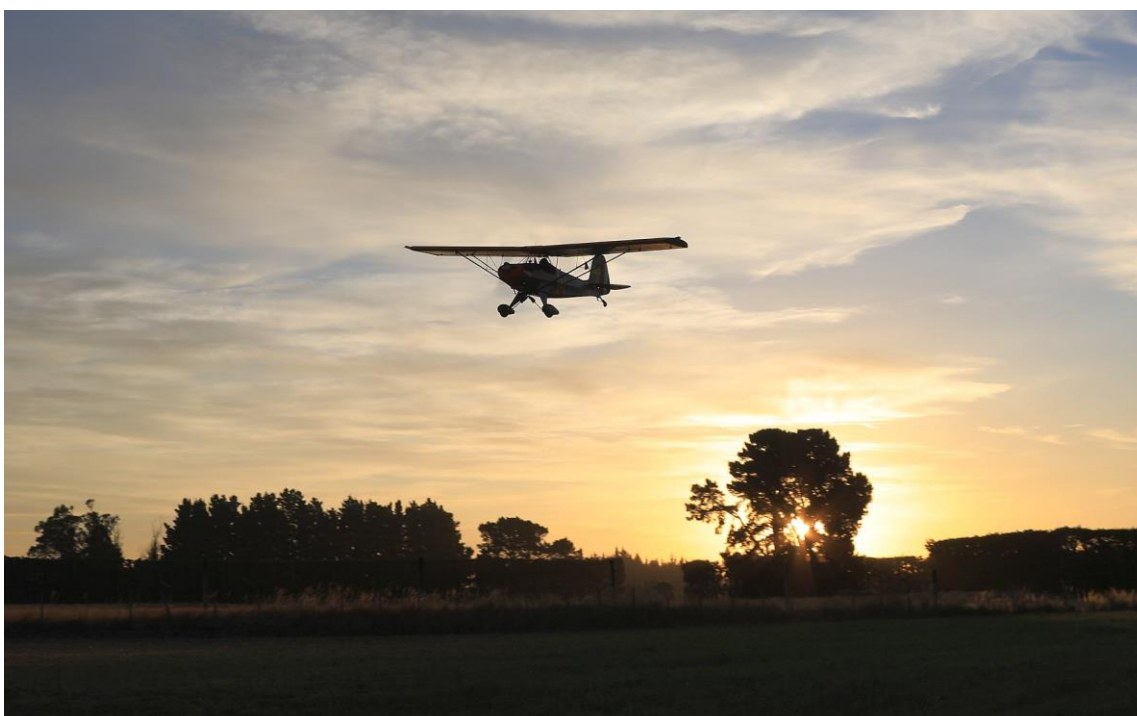
- hangar breakfast available.
- arrivals greeted. Parking / camping explained.
- assistance given with fuelling.
- pilot briefing at 1000hrs.
- static display / public showing 1100-1300hrs.
- local flights and / or competitions.
- Dominie scenic flights available – see next page.
- evening meal is Hangar BBQ featuring a Guest Speaker.



Sunday

- hangar breakfast available.
- assistance given with fuelling.
- pilot briefing at 1000hrs.
- local flights and / or competitions.
- assistance for departing pilots.

Random Aircraft Photo



White space is beautiful, but aeroplanes are better – Michael Sheffield brings his Pober Pixie Pathfinder into land at NZRT in this January 2019 view.

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AVIATION 100

CELEBRATING 100 YEARS OF AVIATION IN WESTLAND

23 - 24 March 2024

de Havilland DH89 Dominie Scenic Flights

The Dominie will be offering 15-minute scenic flights around Hokitika and surrounds, departing from Hokitika Airport. Passengers will also have plenty of time for photo opportunities with the plane and pilot after each flight.

This provides an incredible opportunity to get up close and experience first-hand the Dominie. If you have a friend or family member who has flown these West Coast skies in one of these historic planes, bring them along for a flight down memory lane!

The capacity is 6 passengers per flight.

Flight schedule:

23 March: 12noon - 5pm

24 March: 9am - 1pm

Host: Croydon Aviation

Location: Hokitika Airport, Hokitika 7882

Cost: \$100 per person (*Payment to be made on the day directly to Croydon Aviation*)



RAANZ National Fly-In & Open Day

The 2024 Fly-in will be hosted by the Hokitika Aeroclub and the West Coast (SI) Microlight Club and will be held from 23rd -24th March, based at Hokitika Airport.

Several local flights will be suggested to our visitors and one of the weekend highlights will be a flight to Okarito to help celebrate the one hundredth anniversary of the first flight conducted in Westland. This was a flight in an AVRO 504-K which was brought to the Coast by rail thanks to the newly built Otira tunnel.

Take advantage of this special opportunity to see RAANZ's collection of planes from all over the country at Hokitika Airport as part of Aviation100.

Host: Recreational Aviation Association of New Zealand (RAANZ)

Location: Hokitika Airport, Hokitika 7882

Cost: Free

Bookings: Not required

Date and Time:

Saturday 23rd March: Pilot briefing at 10am and public viewing from 11am - 1pm

Sunday 24th March: Pilot briefing at 10am



aviation100.co.nz

**TICKETS ON SALE
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