



RECPLOT

Recreational Aircraft Association
of New Zealand (Inc)

June-July 2024



- New Incident Management System
- Critical Preflight action
- Early Microlight Flying and MAANZ



Time is my enemy!

Apologies for the gap between issues, real life intrudes too much into my editorial duties and actual flying.

I hope you enjoy this issue, there's plenty of good reading including the wonderful essay on early microlight aviation in New Zealand by Keith Morris.

Brian Greenwood
Editor

Cover – Duncan Wooley accelerates to rotation at Rangiora Airfield in his Rans S-6ES, ZK-JOR. Whilst the third generation Microlights get all the attention, there's still plenty of second-generation aircraft such as the S6, Kitfox, and Skyranger providing safe and enjoyable flying for their owners – at \$200,000 less than a new Tecnam!

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Notes from the CEO Scott James

Challenges

It seems that there is a new challenge to our sport every other week. In the past year, we have had proposed changes to district plans that would restrict private airstrips, threatened significant increases to insurance with proposed FENZ levies, proposed restrictions on beach landings and NPRMs that seek to make cost-sharing flights illegal for microlight pilots. RAANZ has submitted on all of these issues, as well as meeting regularly with CAA. We are also active members of the NZ Aviation Federation who also advocate on behalf of all General Aviation.

I encourage all our members to get involved in these concerns where you can. The more of us that submit, the more likely our voice will be heard.

Instructor Seminars

We have a new series of Instructor Seminars starting in July. The first one is in Canterbury with a number more throughout the country. Instructors will be receiving more information on this in a separate newsletter.

CAA is assisting us with the cost of running these, and it would be great to see as many of our instructors there as possible. Please try to attend one of these sessions. Keeping up to date is an important part of being an instructor.

Warbirds

It was good to meet many of you at the Warbirds over Wanaka. Seems a long time ago now. RAANZ (with the assistance of the Aviation Federation) had a stand at Warbirds, and this is something that we will likely repeat, albeit with some modifications.

Constitution/Exposition

We were hoping to have a new constitution at the last AGM, but this was unable to happen. We have continued working on this and have completed the proposed document which has just come out of legal review. In the next few weeks, this will be circulated to members. We need to have this passed at this year's AGM to comply with the new Incorporated Societies

Act. There is nothing in the changes that will affect you on a day-to-day basis.

We are about to start on the significant exercise of updating the Exposition. If this is something that you would like to be involved with, please contact me (ceo@raanz.org.nz). The exposition is currently in two parts and has undergone many modifications over the years. There is no requirement to significantly change the rules, but we do need a good cleanup.

Submit a Report



Welcome to the RAANZ Accident/Incident Submission web-portal.

Please attempt to be as descriptive as possible when describing the accident/incident, including information such as: location, involved parties, timelines and any other relevant details.

If there is an immediate threat to self or others, weapons present, indications of suicide contemplation, injuries to self or others, or any scenario that requires immediate response seek immediate assistance by calling 111.

Observation Type

New Incident Management System

We have recently implemented a new Incident Management System. You are required to report any incident to RAANZ and we are working hard to improve our reporting and analysis of Incidents.

We are aware of many incidents that are not being reported. It is important that they are. This helps identify any issues in the system, or with particular aircraft types. And as noted above – it is a



requirement of our Part 149 Exposition that all incidents and accidents are reported.

With this new system, we are intending that all accidents will also be reported through here, with agreement from the CAA to pass on to them the required information. This, of course, will not change our other obligations under Part 12 (e.g. permission to move aircraft etc.)

Access to the reporting system is via our Web Page, Raanz.org.nz



Critical Preflight Action Rodger Ward – Operations

We have become aware of two events where the top engine cowl has separated from the aircraft.

One was during the landing roll causing significant damage.

The other was just after airborne which resulted in very significant damage.

Fortunately, no injuries were sustained.

For those aircraft where the top engine cowl, a very significant part of the aircraft, is removed during the preflight we cannot over-emphasise the need for correct reattachment.

The correct procedure needs to be taught and mastered.

- What do the catches look like when correctly fastened?
- What do the catches feel like when correctly fastened?

Any distractions during this critical process can have very serious consequences.



Above, a loose cowling on an Airbus 320 of Frontier Airlines in 2018. Don't let this happen to you!

Photo Credit: WGN Reporter Don Ponce via Twitter, taken by his Aunt.

Operations Report - Preservation

Rodger Ward

A lot in the aviation environment is about preservation.

It is amazing to see some superbly preserved aircraft.

Recently I had the privilege at Hokitika to ride in the lovingly preserved DH 89 de Havilland Dominie.

20min in the back around the local area is something that will stay with me for a long time 😊





A few days after Hokitika I had arranged to meet up with P-51D Mustang 15 at Christchurch whilst it was transiting from Ardmore to Wanaka.

Again another lovingly preserved aircraft and my 20 minutes in the back looking at the city, inspecting a cruise liner in Lyttleton harbour and looking at Lake Ellesmere through the roof of the canopy before returning to RWY 20 at Christchurch was certainly something special. Most of the trip was at 250 knots and well below enemy radar at times.



A lot of what we do is about preservation.

Preserving the aircraft so the next person can use it.

Preserving ourselves by not doing anything reckless.

Preserving our sport so the following cohort can enjoy the freedoms we have.

To help with this process significant rules have been put in place, and there is a myriad of them.

These have been developed over many years mainly as a result of unfortunate events and it is extremely unwise not to learn from these events.

The founding document is the Civil Aviation Act 1990

From this document we have a series of Rule Parts.

In the Microlight world we need a good working knowledge of.

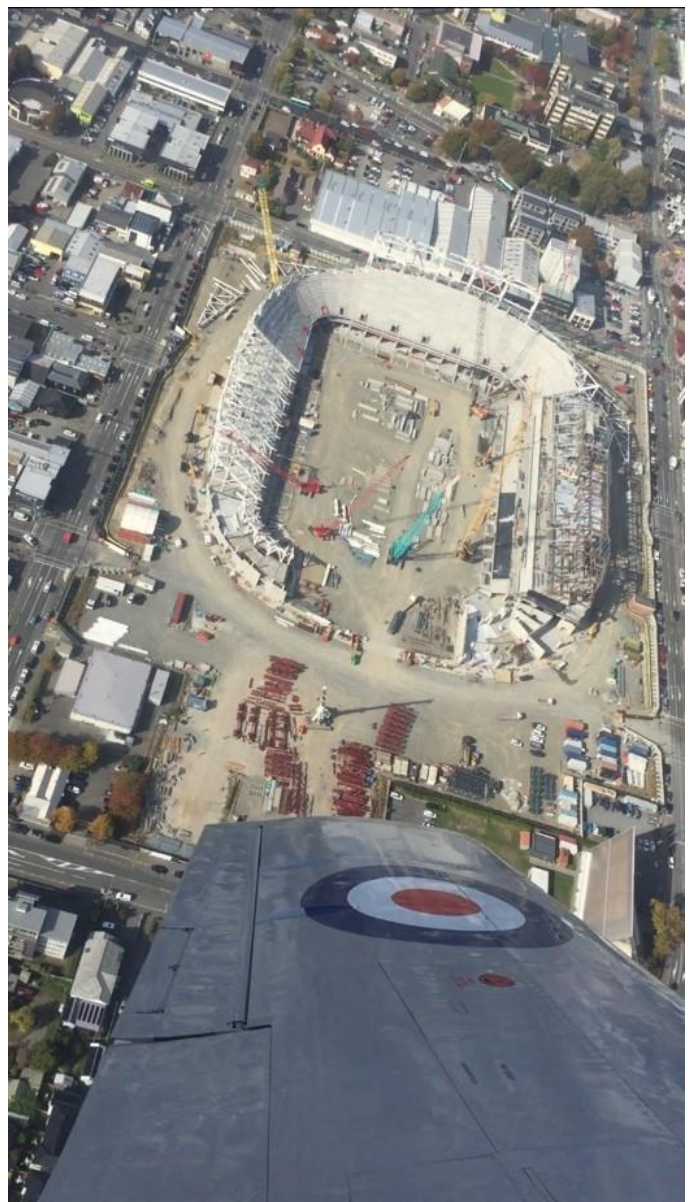
Part 12 - Accidents

Part 91 – General operating Rules

Part 103 – Microlight Rules

Part 149 – Recreational Aviation Organisations

Associated with this is the RANZ Exposition.





This is not an exhaustive list but taking some time to slowly read through the documentation can be very beneficial. Telling the Judge you were not aware might not help you.

Recent events have highlighted a couple of Part 91 rules that may not be well known by all

91.15 Fuelling of aircraft

A person refuelling or defuelling an aircraft must ensure that—

- (1) fuelling or defuelling of the aircraft is performed in compliance with the applicable requirements of the regulations made under the Hazardous Substances and New Organisms Act 1996; and
- (2) the aircraft is not refuelled or defuelled with Class 3.1A flammable liquid when a person is embarking, on board, or disembarking the aircraft, or when one or more of the propulsion engines are running; or
- (3) the aircraft is not refuelled or defuelled with a Class 3.1C or a Class 3.1D flammable liquid when a person is embarking, on board, or disembarking the aircraft

91.112 Daily flight records

(a) Except as provided in paragraph (c),

an operator of an aircraft must keep accurate daily flight records that contain for each flight the following—

- (1) the name of the operator;
- (2) the name of the pilot-in-command;
- (3) the names of other crew members;
- (4) the registration markings of the aircraft;
- (5) the date of the flight;
- (6) the purpose of the flight;
- (7) the time of commencement of the flight;
- (8) the name of the departure aerodrome;
- (9) the flight time.

(b) An operator must retain each daily flight record for a period of 12 months after the date of the flight.

(c) A person required to keep daily flight records under rules 115.455 or 135.857 is not required to comply with paragraphs (a) and (b)

Be aware that some of the above may not be captured by the Aircraft or Pilot logbook so a separate simple document may be needed.

Keeping legal

To remain a legal RAANZ pilot

- Your BFR
- Your Medical
- Your RAANZ Membership

All need to be current. Keeping track of the three dates can be a bit of a job.

We do send reminders but ultimately it is a pilot responsibility.

New Logbooks do have a page or two in the front for the recording of significant dates. If your logbook does not these pages it is strongly recommended that you do create a page and refer to it often so there are no surprises. Telling the Judge or Insurance Company you were not legal does not do anyone any good.

Airborne chat frequency.

The AIP GEN 3.4 – 19 does publicise **128.95** as the aircraft to aircraft chat frequency.

119.1 should be left alone for those unattended airfields that need it.

Fly Safe

Regards,

Rodger Ward

RAANZ Ops



Vale Drew Howat
Ray Leach, CFI West Coast Microlight Club

Colin Andrew Howat (Drew) RAANZ #521

It is with great sadness that the West Coast Microlight Club has to inform the aviation fraternity of the passing of Colin Andrew Howat (DREW) on May 16th 2024, RAANZ # 521.

Those who attended the 2024 National RAANZ Rally in Hokitika will remember Drew as the main organiser and the recipient of the Kevin Ryan Memorial Trophy.

Drew has been an outstanding member of the West Coast Club and, in fact, got our club started way back around 1988 after Neal Scott (The Grey Ghost) from CAA swooped in, in his Jet Ranger to give a Rotec Rally Big lifter pilot a stern talking to.

Drew saw the need for a club and took on the job as secretary/treasurer and held that position up until his recent passing.

Drew was also the organiser of the Hokitika National Rally back in 2017.

He was a life member of our club and held positions as Senior Instructor, Inspection Authority (IA) and was our Exam invigilator, spending many hours helping students with their exam study.

Drew would often be responsible for early morning wake ups as he flew overhead in either his Red Back or Pegasus trike on his way to Lake Kaniere to fly over home and give Liz a wave.

Our club members and also many aviators would like to send out our sincere condolences to Drew's wife Liz Sawkins, his mum Mary, sister Sue and their families.

Fly High With The Angels Drew and RIP

Ray Leach
CFI West Coast Microlight Club

Heading photo, Drew proudly showing his mum, Mary, the Kevin Ryan Memorial Trophy awarded to him at this year's RAANZ National fly in held in Hokitika.



Early Microlight Flying and MAANZ

Keith Morris

The first microlight aircraft were developed from hang gliders with essentially lawn mower engines bolted onto them. They were regarded by the establishment of the time as dangerous and their pilots to be foolhardy thrill seekers. In fact they were dangerous if not flown and maintained properly, and some pilots paid the supreme sacrifice for their carefree attitudes. It wasn't long before microlight became a dirty word in some sections of the aviation community and all life insurance companies specifically excluded them from their life insurance policies.

In the early days nobody really knew what to do with them. Quite a few enthusiasts suddenly found that they could fly for a fraction of the cost of flying conventional aircraft and many did so without formal licenses or bureaucratic control whatsoever. Initially the Civil Aviation Division of the Ministry of Transport (CAD) set an empty weight limit of 150 Kg with all powered aircraft under that limit being classified as a microlight.

And during the early unregulated days the CAD issued microlight pilots with a Student Pilot License – there was no testing, you just had to apply for a license.

Control of microlight aircraft was handed over by CAD to the Microlight Aircraft Association of New Zealand (MAANZ) on 1 January 1984. MAANZ was formed as an Incorporated Society at Hamilton after discussions with CAD by Ian Todd, Ken Asplin and others. Peter Karl recalls videoing Ken Asplin flying a Quiksilver at Te Kowhai so Ken could take it to CAD to show how they would carry out pilot training – nearly all of the microlights at that time were single seaters. I have also heard stories of early microlight pilots flying along airstrips and being coached by an instructor riding beside on a motor bike and shouting instructions.

MAANZ took over the issuing of microlight pilot licenses from 1 January 1984 and also from that date CASO 19 regulated microlight flying and NZCAR K1 controlled the airworthiness standards for microlights.

MAANZ created a basic set of rules covering pilot training, medicals, maintenance standards and flight procedures. Every microlight pilot in New Zealand was required to belong to a club that was affiliated to MAANZ. Safety Officers and instructors were then

Heading Photo - Delore Skytrike ZK-FEM (MAANZ/177) was first registered in December 1982. It is photo'd here at Potts Point in April 1989 (Bob Kerr Photo)



trained and appointed by MAANZ to implement these rules and accident statistics rapidly improved.

One year after the formation of MAANZ, on 1 January 1985, there had been 280 microlights registered in New Zealand (although the active number would have been less as some would have been written off or withdrawn). Among the types registered were various Quiksilvers, Ultraflight Mirages, Cascade Kasperwings, Pterodactyls, Skycraft Scouts, Vector 610s, a few Delore Skytrike weight shift trikes and the first of the early Bantams – the single seat B 10 model.

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.



Left - Early single seat Mirages and a Quiksilver at the Amateur Aircraft Constructors Association (AACCA) flyin at Taupo in February 1982 (Keith Morris Photo)

Right - Mitchell Wing B 10 ZK-LYN (MAANZ/234) was registered in December 1982 and is photo'd at the Amateur AACCA flyin at New Plymouth in February 1984 (Bob Kerr Photo)





Above - Cascade Kasperwing ZK-FFN (MAANZ/207) was first registered in June 1983 and it is photo'd at Ardmore in August 1989 (Bob Kerr Photo)

Below - Aerodyne Vector 601 ZK-AMV (c/n 1316) was first registered in June 1984 and is photo'd at Ardmore in May 1987 (Bob Kerr Photo)



Membership Changes

Name	Club	Certificate	Update
Griffith Hansen	SAC client	IA	OCA appt
Dylan Carberry	Stratford Sport Fliers Club	Advanced National	Upgrade
Paul Barron	NZ Autogyro Association	Advanced National	Upgrade
Leon Jordaan	Whangarei Flying Club	Intermediate	Upgrade
Gregory Burt	Geraldine Flying Group	Intermediate	Upgrade
Ian Douglas Remnant	Fiordland Aero Club	Flight Instructor	Upgrade
Bryan Marr	Stratford Sport Fliers Club	Snr Flight Instructor	Upgrade
Aaron Black	Associate	Advanced National	Upgrade
Paul Coker	Gyrate Flying Club	Intermediate	Upgrade
Luke Matthews	Kaitaia Aero Club	Advanced Local	Upgrade
Sam Boal	Geraldine Flying Group	Advanced National	Upgrade
Troy Feck	Geraldine Flying Group	Advanced Local	Upgrade
Peter Finnegan	Associate	Advanced National	Upgrade
Brian Fitzgerald	Canterbury Recreational Aircraft Club	Advanced Local	Upgrade
James Andreae	Mercury Bay Aero Club	Advanced National	Upgrade
Martin Marsh	Feilding Flying Club	Novice	Joined
Ollie Brooks	SAC client	Flight Instructor	Upgrade
Michael James Epton	Canterbury Recreational Aircraft Club	Advanced National	Upgrade
Jamie McKeown	Associate	Advanced National	Upgrade
Rowan Brunton	Matamata Aero Club	Advanced Local	Upgrade
Julian Parkinson	Associate	Advanced Local	Upgrade
John Turner	NZ Autogyro Association	Advanced National	Upgrade
Henry Savill	Canterbury Recreational Aircraft Club	Advanced National	Upgrade
Jeff Brooks	Associate	Novice	Joined
Cameron Wise-Maas	Associate	Flight Instructor	Upgrade
Stephen Healy	NZ Autogyro Association	Advanced Local	Upgrade
Daniel Collings	Associate	Advanced National	Upgrade
Warren Matthews	Canterbury Recreational Aircraft Club	Intermediate	Upgrade
Jeremy O'Hanlon	Parakai Aviation Club	Advanced Local	Upgrade
Isaac Joel Foster	Associate	Advanced National	Upgrade
Emma Bell	West Coast Microlight Club	Advanced Local	Upgrade
Clinton Gardiner	Whangarei Flying Club	Advanced Local	Upgrade
Aaron Darby	Associate	Novice	Joined
Nicholas Mulligan	Whangarei Flying Club	Intermediate	Upgrade



Name	Club	Certificate	Update
Johan Grobler	Gyrate Flying Club	Novice	Joined
Susan Kronfeld	Associate	Snr Flight Instructor	Joined
James Mason Mist	Hawkes Bay and East Coast Aero Club	Advanced Local	Upgrade
Isabella Cutler	Associate	Novice	FRT0
Gregory Mark Chapman	Otago Aero Club	Advanced Local	Upgrade
Paul O'Neill	Canterbury Recreational Aircraft Club	Advanced National	Joined
Christopher Waters	Kaitaia Aero Club	Novice	Joined
Lana Kate Quickfall	Matamata Aero Club	Novice	Joined
John-Lee Diamond	Associate	Novice	Joined
Keith Allen Fletcher	Waikato Microlight Club	Novice	Joined
Holly Rose Lyttle	North Otago Aero Club	Advanced National	Upgrade
Sven Dene Thelning	North Otago Aero Club	Advanced National	Upgrade
Gijsbertus Johannes VanOmmeren	Feilding Flying Club	Novice	Joined
Anthony Kent Anselmi	Matamata Aero Club	Novice	Joined
Vishan Poonan	Associate	Novice	Joined
Maire Anthony Ewbank Curtis	Hauraki Aero Club	Novice	Joined
Andre Philip Garton	Whangarei Flying Club	Novice	Joined
John-Paul Ryan	Fiordland Aero Club	Novice	Joined
Till Middelhauve	Associate	Advanced National	Joined
Patrick Durringer	Whangarei Flying Club	Advanced National	Joined
Phillip Bolton	Associate	Novice	Joined
Daniel Nathan Sherratt	Canterbury Recreational Aircraft Club	Novice	Joined
Leonardus Gerardus Peters	Matamata Aero Club	Novice	Joined
Justine Owen	Geraldine Flying Group	Novice	Joined
Vivek Chandran	Associate	Novice	Joined
Nathan Michael van Bysterveldt	Matamata Aero Club	Novice	Joined
Kathleen Debusschere	SAC client	Advanced National	Joined
Matthew James Reed	Associate	Novice	Joined
Justin Dolkjaer Tyson	Whangarei Flying Club	Flight Instructor	Joined
Bruce Hamilton Harvey	Associate	Advanced National	Upgrade
Miftar Tairi	Parakai Aviation Club	Novice	Joined
Allan Moulai	Associate	Novice	Joined
Michael Reed	Associate	Advanced National	Joined
Jillian Mary Armstrong	Otago Aero Club	Novice	Joined



Name	Club	Certificate	Update
Andrew Robert Colby	Associate	Advanced National	Joined
Shawn King	Associate	Novice	Joined
Adam Colin Bailey	Associate	Novice	Joined
Mark Fall	Canterbury Recreational Aircraft Club	Novice	Joined
Olivia Hardcastle	Kaitaia Aero Club	Novice	Joined
Luc Guy-Max Leban	Associate	Novice	Joined
John Vernon Neal	Feilding Flying Club	Novice	Joined
Gavin Bruce	Dargaville Aero Club	Advanced National	Upgrade
Owen Mervyn Higgins	Associate	Advanced National	Upgrade
Hayden Grant Lowe	Canterbury Recreational Aircraft Club	Advanced National	Joined
Michael John England	Associate	Novice	Joined
John Gordon Headifen	Associate	Novice	Joined

Wanted

Looking for someone to repair my Avid Flyer wings, damaged while on a trailer.

Both wings will need some work and then each wing recovered completely.

Happy to take them anywhere! Please contact David Laidlow on 0272898790 or dcandkj@nowmail.co.nz



Correspondence - New Live Wind Site

Thought your members may be interested in this live wind information site, which has been created by and for paraglider pilots: <https://www.zephyrapp.nz/>

There is also a link to a SkewT chart layer at the top left - click the "funnel" icon.

Enjoy!

Sven Ericksen
Wellington Hang Gliding and Paragliding Club

Microlight Incident Reports

Aircraft	Aerospool Dynamic WT 9
Describe the Incident	<p>Sunday Jan 7th a nice day to fly for a change so fly to Fairlie for lunch, flying time 35/40 min but I went the long way as it was a CAVU day in the Alps.</p> <p>On arrival overhead I could see my friend walking the strip, so I did some low passes for a look while waiting for friend to get clear. I got setup on a long final into the east, the strip is 400+ mtrs which is near twice as much as required for a DY, two notches of flap 55/60 kts over the fence, on touchdown drifted slightly off line and got the RH wingtip into the unmown cocksfoot(a good growing season) off the side of the well mowed strip.</p> <p>It took fractions of a second to pull the aircraft offline and into the long grass with me there only as a passenger, eventually coming to rest against a windrow of forestry slash and the prop cutting firewood.</p> <p>I turned off mags, all electrics and fuel, grabbed the fire extinguisher then vacated climbing over the wing to lift the front cowl concerned of possible fire. Fortunately, there had been recent rain which lowered the risk. I estimate I was probably doing 45 kts when the grass got me. I would have travelled no more than 20 mtrs, to the stop point all in around 3-4 seconds.</p>
Safety	<p>I walked away, but also may not have. I think the integrity of the Dynamic was a big plus - the canopy opened and closed like it was brand new. Unfortunately, the aircraft going sideways at pace ripped the left main gear out doing damage.</p> <p>Once the wingtip touched it was out of my control, after all went quiet. I waited to see there was no risk of fire, had lunch, had a 3 hour road trip home and contacted the insurance company and CAA.</p>
Actions	<p>I think I can safely say I'm a cautious fine weather pilot not looking for risky places to fly (or land), generally not flying in larger groups or putting on a display for the boys. This shows it can bite you at any time ... Be on top of your game...</p> <p>As a PS, I have operated on this strip many times before.</p>



Aircraft	Magni M22 Plus Gyrocopter
Place of Incident	Roundhill Station Tekapo
Other Aircraft Involved	No
Describe the Incident	<p>Off-field Taxiing Incident.</p> <p>I am filling this report out on behalf of the pilot. I am the instructor who gave the pilot his training and rating on his part 61 licence.</p> <p>The Pilot now has approx 800 hrs in helicopters and fixed wing and 70 in gyros. He was doing touch and goes on his farm strip on the shores of Tekapo (elevation 3000') The wind was 15 knots variable. He has two strip vectors and on his last circuit for the flight he changed to the west vector and did not detect there had been a wind change, this made him land a little long and during the take off he decided to abort as things did not feel right. He was however late in making this decision and went over the end of the strip and down a slope for about 50 meters and came to a stop. Being rocks and tussock - he did well keeping it under control and upright.</p> <p>With the blades now stopped he decided to taxi back up the slope to the airstrip. All went well until 15 meters from the top when the gyro veered left and as he tried to correct this to the right it rolled over on its left side.</p> <p>I visited the site today and it looks like at the time of the veer the right tyre climbed onto a rock in the tussock and the left into a hollow.</p> <p>The pilot was not injured and the gyro suffered relatively minor damage to what it could have. One main blade has a small area of trailing edge damage. The two upper control rods are bowed. Two of the four prop blades damaged.</p> <p>I recovered the gyro and transported it to my base for repairs. I have been talking with the Magni factory and will also be with Solowings regarding the engine/gearbox prop strike inspections.</p>
Describe the effect on safety	This was a fairly minor incident however it could have been a major one if for example the fuel tank had ruptured or his body had contacted a rock.
Remedial action taken	More briefings on abort procedures and the importance of self briefing them also. The importance of having a definite point along the strip where, if things do not feel right, then abort.



Corrective or preventative action recommendations

Always work on and try to increase our situational awareness and remain as vigilant as possible. And in this case when he came to a stop at the bottom of the slope have a really good think about whats best to do next, don't rush. In hindsight it would have been a better decision to tow the gyro slowly back up with a four wheel drive.

A larger more visible wind indicator/ sock at the home strip may have prevented this incident however there are not windsocks everywhere we land so we must practice and develop the skills to determine wind direction and then use them. Remain keyed to the conditions.

I think some very valuable lessons were learnt here.



Above, the similar Magni M22 Voyager (courtesy of the Magni web site <https://magnigyro.it>)

For Sale



Searey 2017

Imported from Australia last year with another seaplane in the same container

Total time 209 hrs

ZK-SSE has an air master 3 blade prop with a reversible pitch Magic for water operation.

This aircraft is from a deceased estate explaining the low hours

NZ registered and permitted Contact Murray Hagen 0212207889



Random Aircraft Photo



*White space is beautiful but aeroplanes are better – **that** Mosquito at Warbirds over Wanaka 2024. Can't get enough of it! © 2024 Brian Greenwood*