



# RECPILOT

Recreational Aircraft Association  
of New Zealand (Inc)

September-October 2024



- Whitianga Airfield Changes
- Early Microlights on the Farm



## WELCOME TO THE September-October 2024 RECIPILOT ISSUE

Another few months slip by and Spring's upon us – gusty cross winds abound!

As I write this, the Southern Alps still have a good coating of snow, a perfect backdrop for some air-to-air photos. If only those winds would abate!

Take care, fly safe and fly often

*Cover – The motorcycles of the sky? The Airbourne XT-912 Trike is an Australian-manufactured aircraft, this example on on short finals to NZRT in April 2018.*

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## Notes from the CEO Scott James

As I talked about last time, there are constant pressures on our privileges. Recently there was a successful campaign in Timaru where there were restrictions proposed on private strips. In addition to some organisations making submissions, there were many individual submissions. These were key in the final decision. I encourage our members to be aware of proposals being made in their local areas. RAANZ will submit where possible (make sure and let us know about any issues), but it is important that individuals and clubs also submit. This also applies to the new Fees and Levies proposal from CAA.

### **AGM/Constitution/Membership Records**

It seems very early to talk about our AGM, which will be held in November, but it is important that as many are involved in the AGM as possible. Typically, club members are represented by one person from their club, unless they request otherwise. For this to be accurate, we ask that you check your details on MyRAANZ and ensure that you are identified with the correct club. If you are a member of more than one club, you should identify the primary one. If the information on MyRAANZ is incorrect, please email [admin@raanz.org.nz](mailto:admin@raanz.org.nz) to have it updated. We are also looking for new people to join the Executive. There are some key roles that need to be filled, and we are always keen to have new people giving back to our community. If this is something that you would consider, but would like more information on what is involved, feel free to contact me.

### **Rules**

I know I sound like a broken record, but we keep seeing the same issues coming up. The rules are not optional. You can get away with bending/breaking them, when everything goes well, but if something goes wrong, things can quickly escalate both with CAA and your insurance company.

This includes:

- Medical
- BFR
- Currency requirements
- RAANZ membership
- Log books
- Maintenance logs

It is the responsibility of the pilot to ensure that all of these are current and complete. RAANZ will email you if it has your up-to-date information, but this is a courtesy – it is your responsibility to ensure you are legal.

It also includes VFR flight rules. I encourage all our members to ask their instructor if they can sit the law exam next time they do a BFR. When was the last time you thought about VFR met minima, or the requirements of the RAANZ exposition.

## RAANZ Admin Stuart Parker

I have 2 unidentified payments that are missing an owner. If that is you please let [admin@raanz.org.nz](mailto:admin@raanz.org.nz) know.

### **12 April Ball RT**

### **16 July Air Micro Ltd**

We receive CMV, FPV and other forms via multiple means- post, scans, images, pixt, file sharing...

That is fine, we can handle it but PLEASE - make sure they are complete and readable.

Images can be a problem area, particularly mobile phone shots.

We also get some pretty dodgy handwriting requiring advanced image processing techniques (aka peering, squinting and guessing) to decipher.

Please check before sending- IF YOU CAN'T READ IT, I CAN'T.



## RAANZ Operations

### Rodger Ward

Did you know the sky has two edges.

The top edge is where the air becomes very thin. We do not breathe well and neither does our aircraft as we get near the Top Edge. The performance of both diminishes quite rapidly.

The bottom edge generally has a lot of very hard things. Contacting any of the hard things inappropriately can have a very detrimental effect.

When we are near the bottom edge it is extremely important that we have control of the aircraft. If we encounter an abnormal event close to the bottom edge and over focus on the event the aircraft will take us very quickly to the scene of the accident and quite often to a place we would not have gone to.

## #1 Rule in Aviation

### Fly the Aircraft!

Recently we have had two events where aircraft have departed significantly from the runway during Take Off resulting in much damage.

It is essential that all Take Off checks are done methodically and unrushed.

Do not be pressured into departing before you are ready and all checks done.

### **We are not on a War Footing.**

A distraction during the Take Off caused by a Take Off Check item not being done correctly or not done at all can have disastrous results.

### Fly the Aircraft!

Our current Rules have allowed entry for some very clever aircraft.

This cleverness requires multiple systems that need to be known very well and practised on a regular basis.

Any aircraft does need some check done on final.

This for some aircraft maybe just a check that the Approach is OK, and the Runway is clear.

For some others we need to ensure.

- The Approach is OK
- The Runway is Clear
- The Engine has been configured for the Application of Full Power if need be.
- The Propellor has been configured for the Go Around if needed.
- The Undercarriage is confirmed down and locked.

**Any doubt about any of these Go Around.** A Go Around is not an emergency manoeuvre but may need to be done expeditiously in some circumstances.

Be ready for it.

### Fly the Aircraft!

**Don't let the aircraft take you to the scene of the Accident.**

## Training Material

A lot of work has been done over recent times on updating our Training Material and Exam system.

I encourage All of you to revise the material when you have a moment or two.

We are always learning.

**Revision of the required material will soon become a necessary part of our BFR process.**

Safe Flying,

Regards,

Rodger Ward RAANZ Ops.

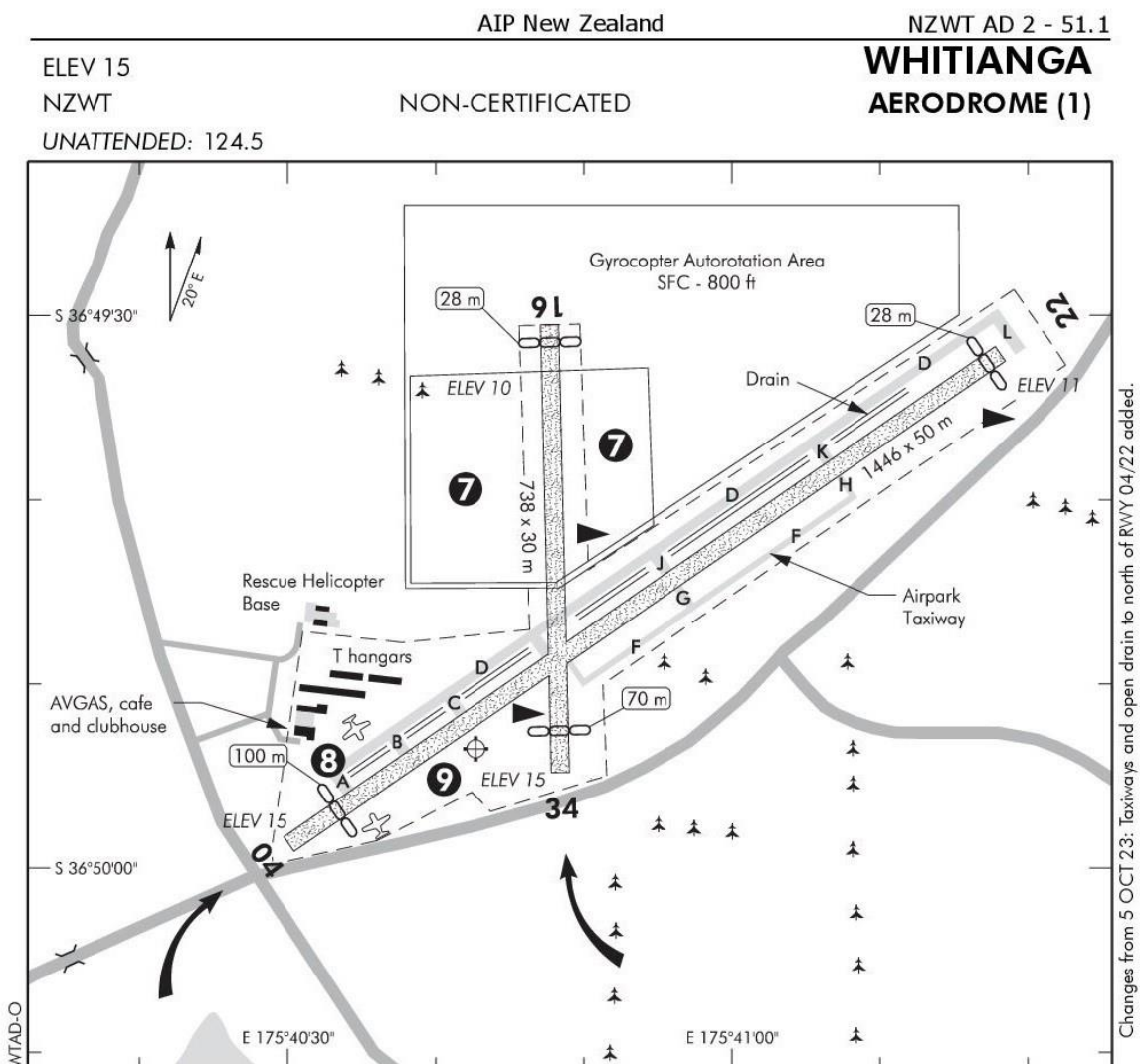
## What's Happening at Whitianga?

The Mercury Bay Aero Club (MBAC) have recently introduced changes to the operating procedures for Whitianga Airfield (NZWT) that pilots need to be aware of. These new procedures have been introduced following upgrades to the airfield which were needed to ensure NZWT could cope with increasing traffic volumes.

The increased traffic has come from increased commercial and training activity at NZWT, including the establishment of a regular air service to Auckland by Barrier Air. This plus the construction of 48 new hangers has significantly increased the number of aircraft based at and/or operating from the airfield.

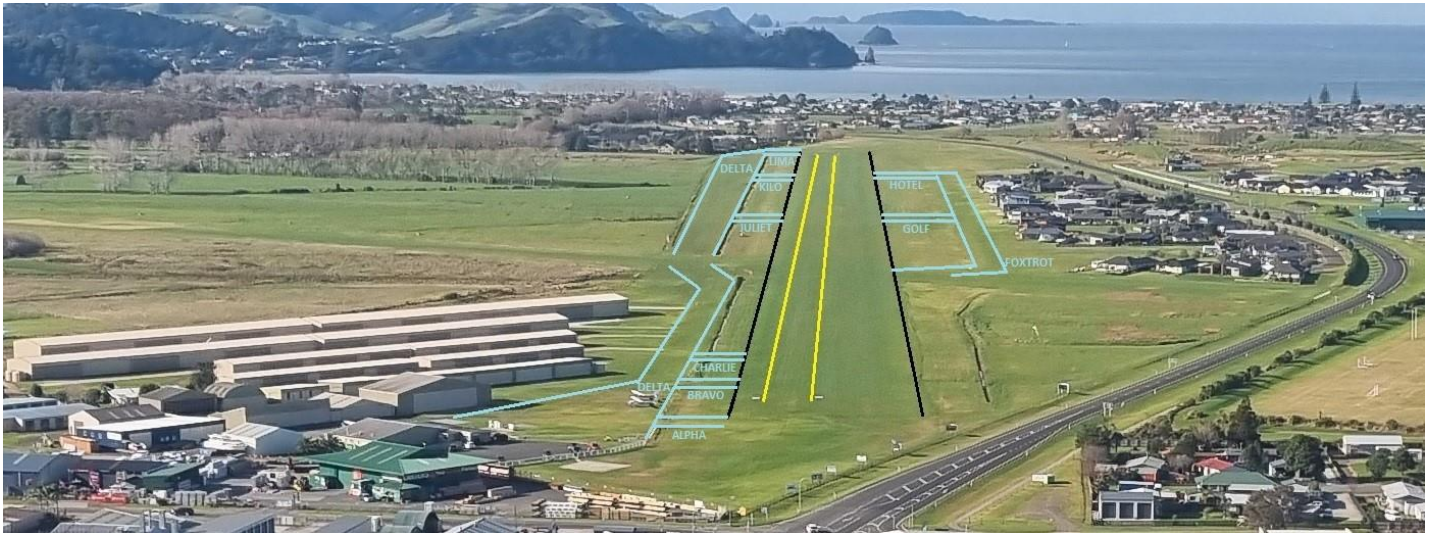
The increased traffic was causing significantly more wear and tear on the grass runway surface and to mitigate this, the MBAC has funded substantial upgrades to the airfield to make the runway more resilient year-round. These upgrades drove the introduction of the new procedures to ensure continued safe operations at NZWT and to alleviate further wear and tear on the runway.

While these changes should prevent further runway deterioration, we do require the help and cooperation of visiting pilots to comply with the new procedures to help keep the airfield in the best possible condition.



## Runway 04/22 “in-use” strips.

The main 04/22 runway has increased in width enabling establishment of parallel runway sections. Each week, an “in-use” section is designated by runway end marker boards which are moved weekly to spread wear on the strip. Pilots must identify and use, the “in-use” runway section when landing and departing NZWT.



*NZWT Runway 04/22 border in black. “In-use” section in yellow. Taxiways in blue.*

## Taxiing and backtracking changes

For safety, we have introduced a policy of not permitting aircraft to backtrack or taxi on 04/22 alongside the “in-use” runway section as there is insufficient clearance between taxiing aircraft and aircraft taking off or landing. If pilots need to backtrack or taxi along 04/22, they must use the “in-use” runway section.

## New Taxiways

Two new taxiways designated **Golf** and **Hotel** have been established on the southern side of runway 04/22 connecting to taxiway **Foxtrot** which runs parallel with 04/22 in front of the Airpark houses. Where possible, aircraft should use taxiway Foxtrot rather than backtracking or taxiing down the main runway.

In addition, in late September, a new full-length taxiway, designated **Delta**, will be opened on the northern side of the 04/22 runway. This taxiway runs from the clubhouse to the threshold of runway 22 and three new taxiways, designated **Juliet**, **Kilo**, and **Lima**, provide access to and from runway 04/22 from **Delta**.

Once these taxiways are operational, pilots will be expected to vacate the “in-use” strip at the earliest opportunity and use either taxiway Delta or Foxtrot. When exiting, please use the taxiways as other grass areas are soft most of the year.

Note also, that when using taxiway Delta, caution is required where it crosses runway 16/34. Holding-point signs have been added at the cross points and while a radio call is not required, a good lookout is needed prior to crossing 16/34.



*Hold-point 16-34 looking East*



*Hold-point 34-16 looking West.*

### **Downwind operations now prohibited.**

There is now a note on the airfield plate prohibiting downwind operations. This is to reduce the impact on the runway from the higher speeds associated with downwind landings and departures.

### **Notams, noise abatement rules, and other considerations**

Before heading to Whitianga please ensure you check the latest Notams for NZWT. While new grass is being established, taxiways may be closed, and these will be advised via Notam.

The AIP Vol 4 NZWT aerodrome plates now also contain notes regarding **noise abatement rules**. We are privileged to be located close to town and are trying to be good neighbours. With this in mind, we have established rules whereby pilots departing on runway 04 are to maintain runway heading until crossing Buffalo Beach, conversely when landing on runway 22, pilots need to be established on final prior to crossing the shoreline.

Also, when operating in the circuit, although not published, the **preferred downwind track** is along the estuary river to minimise noise over the town.

Lastly, we also ask that all aircraft use standard joining procedures and **observe the correct circuit direction** as published on the AIP Vol 4 chart. Pilots also need to be aware that the airfield is used by training schools in the area.

### **Plans for the future**

We are looking at providing an AWIB service in the future as well as creating some new VRP's around the airfield which will hopefully assist pilots when joining or vacating the circuit at NZWT. Also, with more helicopter traffic at the airfield, we are looking to introduce helicopter arrival and departure procedures.



## Summary of Changes

- Runway 04/22 has been widened to allow multiple parallel strips.
- Only one strip will be “in-use” on any given day.
- The “in-use” strip will be marked by runway marker boards.
- If taxiing/backtracking on 04/22, aircraft must taxi on the “in-use” strip.
- Taxiing/backtracking on the runway beside the “in-use” strip is prohibited.
- Aircraft should exit 04/22 and use parallel taxiways where possible.
- Two new taxiways now provide access to southern Foxtrot taxiway.
- A new full-length taxiway Delta is to open in September.
- Pilots should taxi on Delta or Foxtrot rather than taxiing on 04/22.
- Downwind landings are now prohibited.
- Please read Notams before visiting NZWT.
- Taxiways may be closed as improvements are made.
- Noise abatement rules now apply when departing on 04 or arriving on 22.
- The preferred downwind track is along the estuary river.
- All circuits for 04/22 are to the south of the runway.



## Early Microlights on the Farm

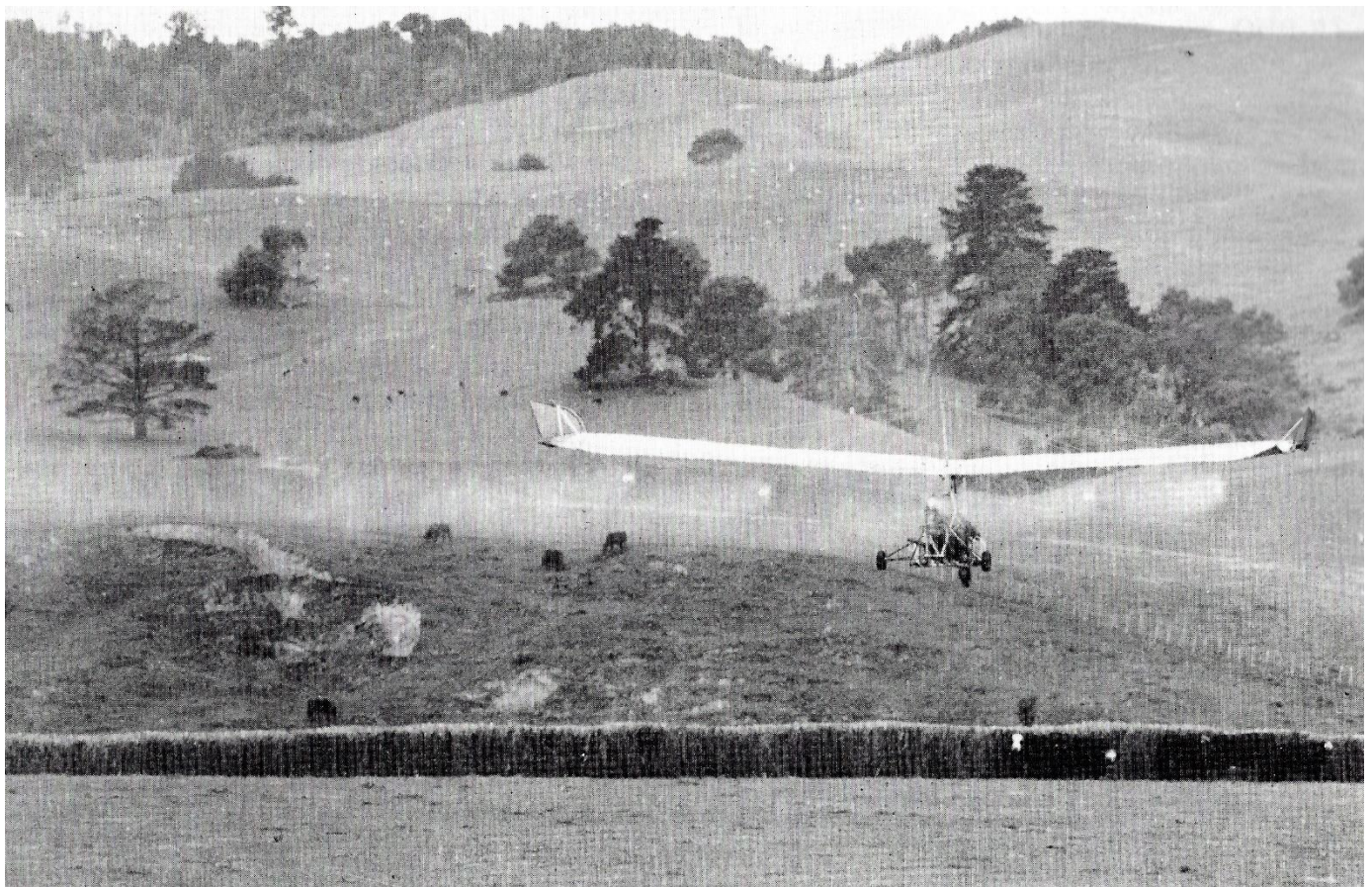
### Keith Morris

It did not take long after the first microlights were introduced into New Zealand that farmers saw that they could be of use on the farm. And if you were doing aerial work such as spraying only on your own farm it seemed like there was nothing to stop you.

However, the Civil Aviation Division of the Ministry of Transport at the time did not allow their commercial use and declared microlights to be only “fun/pleasure machines”. However, this did not stop some early microlighters from carrying out spraying on their own farms:

If you have any early microlight stories and photos, please contact Keith Morris on [keith.morrisKMM@gmail.com](mailto: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.



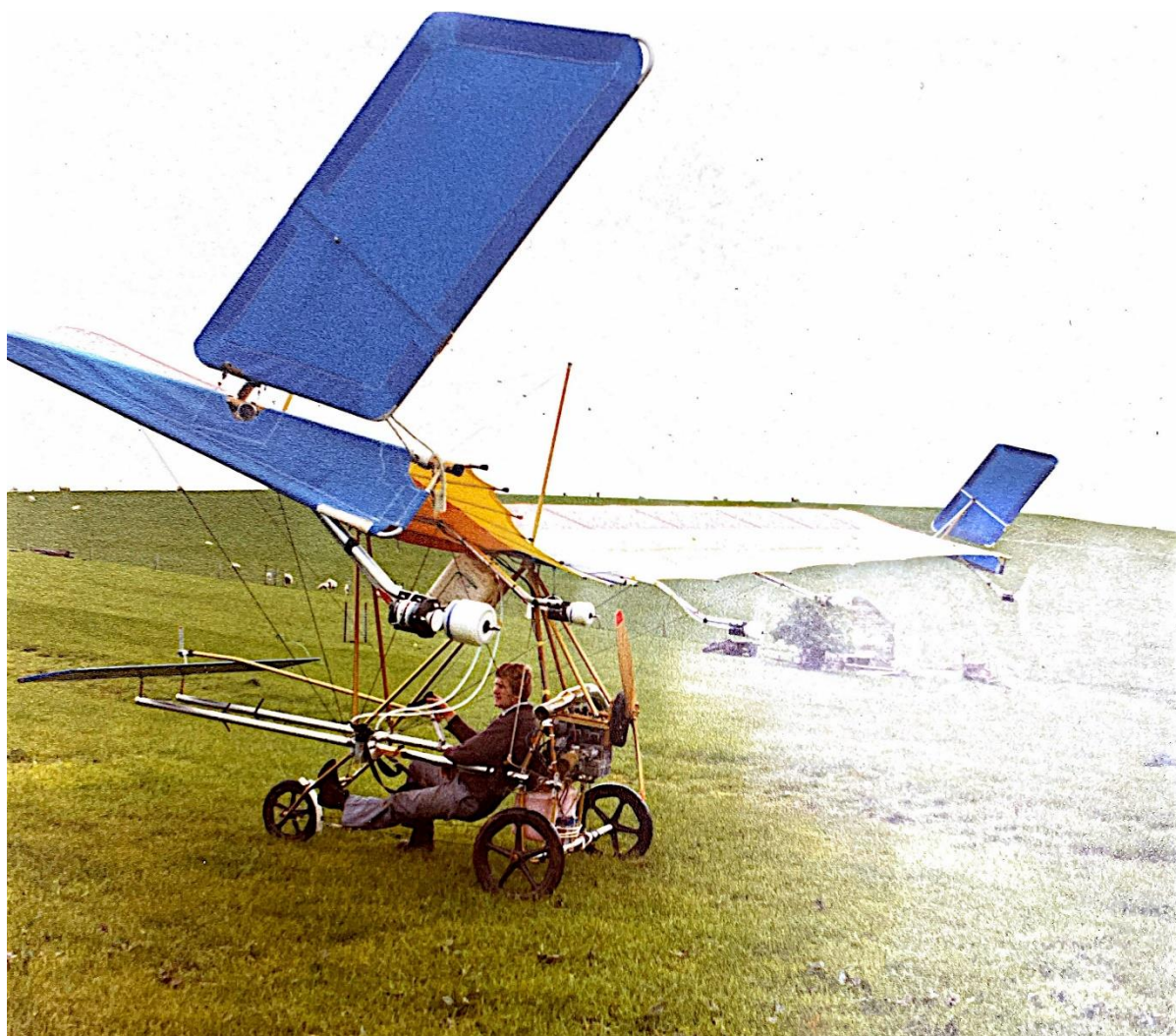
*Ken Hault of Scotsman's Valley near Morrinsville spraying his farm from his Kasperwing microlight. The spray equipment was four-micron X15 spray heads fed from a spray tank either side of the pilot. I am not sure what he was spraying for. The Kasperwing could spray 100 acres for two and a half gallons of two stroke fuel and cost around \$6,000 at the time. (Paul Legg photo)*

Aerial spraying by microlight was also happening in the South Island with four Pterodactyls being fitted for spraying in Southland in 1983 (on the owner's farm of course). They also applied the trace elements cobalt and



selenium in prill form from a small hopper to promote lamb growth and stock health. It was quite thoroughly researched with field trials.

The Pterodactyls sprayed very successfully for yellow stripe rust on wheat and barley crops using five CDA (Controlled Drop Application) spray heads at 6 foot spacing that were each driven by an electric motor and that spun the spray out using very little water to give a spray width of 50 feet. It took about 5 minutes to spray 10 acres. The big advantage of spraying from a microlight was that it could cover 10 acres using only 18 litres of chemical mixed with water and achieve the same results as a helicopter which used more than ten times the volume of chemicals. Bantams were also used for re-seeding and prill sowing work in the South.



***Murray Hagen demonstrating the spray from the CDA nozzles on his Pterodactyl. He also used a Pterodactyl Ptiger for cobalt prill application.***

Microlights could also be very useful on other duties around the farm such as checking on stock. George Taylor of Mossburn used his early Mirage for this and he has sent a couple of photos:



*George taking his Mirage to his on-farm airstrip for its first flight.*



*And checking his sheep, flying in the snow!*



George said that the Mirage was ideal for checking the sheep. Much faster than a motorbike and if he spotted a sheep in difficulty he would land beside it in the paddock to assist. George also told me that quite a few farmers in the South used microlights for checking their stock.

I think that microlights are still used down on the farm, but only the first generation types as the typical microlight is now pretty sophisticated. I do know of one more recent microlight that was equipped with spray gear, being the Quicksilver GT 500 that was registered to I M Coleman of Mahoenui which is Southwest of Te Kuiti. Here is a photo of it with spray booms from Trade Me when he was trying to sell it. It has since been sold overseas.



*Quicksilver GT 500 ZK-MIC the third with spray booms.*

And I also know of one homebuilt Jodel D 11 that was fitted with spray gear for spraying the owner's farm.

Can anyone out there add any more information on Microlights Down on the Farm?

# Letter to RAANZ

## Terry Palmer

It is with some reticence, I write to you:

In main I guess because some may see this as arrogant, or typical of former retired professional aviators, yet I have from my early days in the 70's had an interest in microlights.

However, I do not have a lot of time in them and have never owned one myself. (That may well change shortly).

Being a non-financial member of the local Manawatu club, I have always been very careful to not tread on toes by appearing to be a know all, I am still new to microlights and I have a lot to learn. I both admire and respect the huge efforts by certain club members for the voluntary and non-thanked work they put in.

What I see is an unshared sporadic ongoing maintenance inspection burden, and I have always wondered what is not seen!

What has always concerned me, coming from a former professional aviator, is my lack of ability/Unwillingness to forget lessons learned, and seeing certain cross overs into microlight aviation, that should be there, as they relate to all pilots, in that we have to know what will/can kill.

Recently our Manawatu club's Sky Arrow, was being prepared for its annual inspection, what was found hidden, was damage being consistent from a heavy landing.

How long it had been there? It's a complete guess, what other secondary damage, is to me unknown.

The club has a no blame culture, and relies on member honesty to report such, and I fully endorse and support this.

This is what made me give thought to this letter.

It is grossly unfair of club members to rely on one or two part time volunteers to manage their aircraft

through a 12 month period, without taking on some across the club shared responsibility themselves, in the name of "SAFETY". Today, not all aircraft today are created equal.

When I started flying in a C150 and Air tourer, we were taught as a student pilot, to look for wrinkles around the undercarriage/fuselage mounts, in the wing surfaces, all easy identifiable, and more often than not an instructor or engineer would look around the machine when you put it back on its pickets, the instructors would always ask, how was your landings? And sometimes we would say the one at XYZ was ropey, you had opened the door, never being condemned.

What was once relatively easy to spot with aluminium, tube/wood & rag construction, is now not so easy to see with modern Carbon Fibres/Fibre glass constructions:

At a guess I would argue it is indeed fair to say that Manawatu is not the first club to have this sort of occurrence!

As well I would argue this is an issue that's perhaps been present across RAANZ clubs nationally.

All of which brings me to that old ever heard and dreaded word, "safety" Along with that equally dreaded phrase "standard operating procedures".

How to converse; how to begin a conversation about such? I think there is definitely room for such:

How to come up with a better shared maintenance responsibility across all the members?

I would suggest:

Creating a Pre-Flight/PRE-FLIGHT INSPECTION:

Creating a Post-Flight/POST-FLIGHT INSPECTION:

These being maybe carried out by "trained members" at the start of the Day/weekend, and at the end of the



day/weekend, it means being taught how to visually inspect these hidden areas, and a club check sheet signed:

This also means that if a heavy landing or some such has occurred, the window of opportunity to both know about, and to retrain “without blame” is present.

Now in fairness, a new pilot may well not understand the difference between a solid arrival and a heavy arrival, along with this lack of experience comes a natural reluctance of saying to the CFI, “hey my last landing was a shocker”, which is a door opener to a discussion, Some new pilots may never experience a hard landing with an instructor, their first being either on their own or with a passenger!

The other issue I have is one of basic airmanship.

Many years ago on a crystal clear winter’s day, I took

off in an Aero Commander 500 from Kansas City MO, Down town airport, with the wind from my left, as was the City and its skyscrapers, I failed to check my positive rate of climb before selecting gear up whilst in down draft; I failed to recognise the propensity for downdraft, and very near flew a perfectly serviceable aircraft back into the ground, I failed to recognise sink while in take-off attitude and power! (Had it not been for an exceptional lady air traffic controller??) “I was so cool to suck that gear up on lift-off”?? (Young and dumb)

What I have noticed in microlight flying along with their low inertia, there is no after take-off check taught, “positive rate of climb” and what to do? How to recognise sink?

Kind regards

Terry Palmer Member 5377.

**Below**, a 1968 Rockwell International Aero Commander 500-S of Spur Aviation Services on approach to North Las Vegas Airport, July 12<sup>th</sup> 2011. Photo by Tomás Del Coro via Wikipedia.



## Membership Changes

Name	Club	Certificate	Update
John David Osmers	Golden Bay Flying Club	Adv. National	Upgrade
Stephen Dittmer	Wairarapa Aero Club	Novice	Joined
Richard Taylor	Associate	Adv. National	Upgrade
Jonathan Richard Sharp	Canterbury Recreational Aircraft Club	Adv. Local	Upgrade
Joshua Stainton	Canterbury Recreational Aircraft Club	Adv. Local	Upgrade
Joshua Grant	Whangarei Flying Club	Adv. National	
Yuxi Jin	Otago Aero Club	Intermediate	Upgrade
Dallas Hands	Associate	Adv. Local	Upgrade
Louis Wakeman	Associate	Adv. National	Upgrade
Marilyn Bragg	Golden Bay Flying Club	Novice	Exam
Peter Chadwick	Canterbury Recreational Aircraft Club	Flight Instr.	
Megan Alexinas	Canterbury Recreational Aircraft Club	Intermediate	Upgrade
Francis John Wood	Associate	Novice	FRTO
Ian Donald Simpson	Associate	Novice	Joined
Sven Dene Thelning	North Otago Aero Club	Snr Flight Instr.	Upgrade
Matthew John McCaughan	Canterbury Recreational Aircraft Club	Novice	
Joshua Daryn Stockwell	Mercury Bay Aero Club	Novice	Joined
Joshua Simon Blight	West Coast Microlight Club	Novice	Joined
Allan Moulai	Rangiora Flying Group	Adv. National	
Jack Richard Flewett	Associate	Adv. National	Upgrade
Jillian Mary Armstrong	Otago Aero Club	Novice	FRTO
Peter Warwick James	Associate	Novice	
Neil William Alasdair Cates	Bay of Islands Aero Club	Novice	Joined
Philip Patrick Goughlan	Associate	Novice	Joined
Luke Alexander Hayward	Associate	Novice	Joined
William John Egan	Associate	Novice	Joined
Christopher Mark Douglas	Associate	Adv. National	Joined
Robert Philip Yates	Associate	Novice	Joined
Mark Fall	Canterbury Recreational Aircraft Club	Novice	Joined
Jamie Fraser	Associate	Novice	FRTO
Samuel John Glassey	Canterbury Recreational Aircraft Club	Adv. Local	Joined
Nicolas Karlsson	Associate	Novice	FRTO
Alexander Daniel Vogelmann	Hawkes Bay and East Coast Aero Club	Novice	FRTO
George Finney	Canterbury Recreational Aircraft Club	Novice	Joined
Bruce Harold Hobson	Canterbury Recreational Aircraft Club	Novice	Joined



Name	Club	Certificate	Update
Megan Skye Addison	Associate	Novice	Joined
Alex John Eggers	Associate	Adv. National	Joined
James Stephen Edens Barker	Hauraki Aero Club	Novice	Joined
Paul Douglas Anderson	Associate	Novice	Joined
John Gordon Headifen	Geraldine Flying Group	Adv. National	Upgrade
Amanda Wihongi	Kaitaia Aero Club	Novice	Joined
Harrison Michael Miles	Parakai Aviation Club	Novice	---
Shawn Nathan Greene	Associate	Novice	Joined
David Dally	Canterbury Recreational Aircraft Club	Novice	Joined
Blair Andrews	Associate	Novice	FRTO
Michael Rhys Burke	Canterbury Recreational Aircraft Club	Snr Flight Instr.	Joined
James Wightman	Canterbury Recreational Aircraft Club	Novice	Joined
Michael Russell	Hawkes Bay and East Coast Aero Club	Flight Instr.	---
Matt OConnell	Canterbury Recreational Aircraft Club	Novice	Joined
Goran Nilsson	Associate	Adv. National	Joined
Tobin Andrew	Associate	not issued	FRTO
Christopher Stephen Clark	Bay of Plenty Microlight Assn	Novice	FRTO
Nathan Andrew Tipene Shaw	Associate	Novice	Joined
Denis Martin James McGrath	Associate	Novice	Joined

## Random Aircraft Photo



*The CRAC Tecnams performing for the camera in 2016. Scott James in the lead and Easwaran (Iceman) keeping formation. © 2024 Brian Greenwood*