



RECPILOT

Recreational Aircraft Association
of New Zealand (Inc)

November-December 2024



- RAIRS approved
- AGM Reports
- Richard Brett's Twin Pusher Biplane



WELCOME

Blink – another year almost done! Next year’s looking positive for me with a hopeful return to flight for both my plane and myself. I hope that the New Year is as positive for you all, too.

Wishing you all a happy festive season and a safe and prosperous 2025!

Brian Greenwood

Editor

*Cover – The redoubtable **Evan Belworthy** brings John Gray’s Chilton CH.1 ZK-CHT in for a perfect landing at NZRT, during an early test flight. This gorgeous aircraft was sold to Jeff Brooks in late 2023 and re-homed to Omaka.*

Classic Fighters Omaka have just announced that this aircraft will be joining the line-up for Easter’s Airshow. Another good reason to go.

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Notes from the CEO Scott James

Thank you to all of those that participated in the Annual General Meeting. We were able to reach a quorum and pass the new Constitution. We also have two new members of the committee and say goodbye to a couple. The presented Officer reports are reproduced in this issue of RecPilot.

Thank you to Rainer Kunнемeyer and Bill Penman for their work on the committee over the last couple of years. Welcome to Andy Drain and Peter Kempthorne, who have been elected on to the committee.

Also, thanks to Vivienne Patterson who stands down as President after contributing a lot to this role in the last year. Bradley Yorke again takes up the mantle for the next year.

There are a couple of significant projects that the committee has on their plate for 2025. These include a revised exposition (in time for our CAA Re-Entry Audit in the first half of the year), and an update to our website and member services system.

The technology project in particular is an area that the committee would welcome assistance. If this is an area that you have experience in, and would like to contribute, please contact me to discuss.

We are also planning on attending at Omaka, Easter 2025. It was a bit of a learning experience for us at Wanaka earlier this year, and we want to build on that. It would be great to have more club involvement, and if you have any ideas on making the most of our booth at Omaka, please email me.

There are several events over the summer. I hope to make it to some and look forward to meeting more of our members. Keep safe and have a great Christmas and New Year.

Regards,

Scott James

ceo@raanz.org.nz

Save the Date! RAANZ 2025 Annual Fly-in

RAANZ Annual Fly-in for 2025 will be held in Waipukarau, the weekend of April 5 and 6. Put the date in your diary.



RAANZ Accident and Incident Reporting System (RAIRS)

We have obtained approval from the CAA for our new Incident system. The RAANZ Accident and Incident Reporting System is now the primary reporting system point for all accidents and incidents that our members may be involved with.

Under Part 12, all accidents must be reported with 10 days. Until recently, that would have been via the CAA 005 form. This should now be through RAIRS.

You still need to obtain permission from the CAA before moving an aircraft, as per Part 12 (0508 ACCIDENT), but you should file your report at [RAIRS](#). RAANZ will forward on to CAA the information as required by Part 12.

The RAANZ Exposition requires that you file any incident as well. These are not optional. These are

used to help detect any trends and other information that others can learn.



RAIRS page. All Accident, Incidents, Defects and any other concern that you may have, should be logged here.

Once you select the type of report, the fields required till change. Those in yellow are mandatory. Please provide enough detail for the report to be useful.

RAANZ

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

Select one or more...

- Accident/Incident
- Defect
- Concern
- Other

Contact Information

Contact Number

Contact Email

Aircraft Registration

Persons on Board

Describe what happened in detail

Observed Date/Time



Once you have made your submission, it will be allocated a unique code. Take a note of this from the bottom of the submission page.



THANK YOU FOR YOUR SUBMISSION

Please note your unique Incident number below:

INC-635



Operations Rodger Ward

I recently did a fairly big cross country. CHC – AKL – JFK – LHR – SIN – CHC with a bit of R & R around JFK and LHR. During any of these big missions I am always amazed how aviation technology has advanced since Wilbour and Orville went Yahoo at Kitty Hawk or Richard Pearce at Waitohi. I still get quite a buzz when the big wobbly jelly A380 rotates and climbs away.

Today's aviation world is incredibly safe and reliable but the risks involved have stayed much the same. We have managed to mitigate a lot of the risks but they still lurk. Our microlight world is the same as any other form of aviation.

Because of the reliability of most forms of aviation the temptation to become complacent is very high and we must be ready and practised for any eventuality.

One fundamental aspect of aircraft design is

- How much weight can this aircraft safely carry and
- Where must that weight be positioned in relation the airframe to allow safe and predictable operation, i.e. Centre of Gravity, C of G location.

Any design or flight testing will involve significant expenditure of time and money in order to produce a set of documents that allow for safe operation. The designer would have probably pushed the aircraft a little further than what has been published.

This does not give us any license whatsoever to exceed what has been published. If you think you know better than the designer, then I guarantee you are wrong.

In the past the Coroner, Insurance Companies, CAA and Family members have quite often been rightly p---ed off by Abuse or Ignorance of Flight Manual data.

In recent years one aspect of Aircraft loading that has had fatal results is loading too much stuff in the rear of the aircraft. This can have the effect of exceeding the AFT C of G limit resulting in very nasty handling characteristics some of which have very limited recovery potential!

With some of our fleet it is potentially easy to exceed the Maximum weight (**Not Allowed!**) and possible to Load the aircraft outside its C of G range (**Also not Allowed!**)

It is essential we are familiar with all operational aspects of the aircraft they we fly. This includes but not limited to Maximum weight (MAUW) and allowable C of G range. Most aircraft will have comprehensive data published regarding MAUW and C of G limits. Get to know the data well and comply with it.

If you are dusting off the aircraft ready for some fun in the Summer make sure you preflight yourself as well and are Current, knowledgeable and competent for what you intend to do.

Please do not be in a rush to complete a mission and please ensure all basic checks are done in a complete and competent manner.

Safe Flying,

Regards,

Rodger Ward
RAANZ Ops

Admin Stuart Prker

We have added a new checkAircraft database utility to allow IAs to log in and check the details and history we hold for an aircraft.

Much the same as the checkPilot utility that Instructors can use to check a pilot's status.

The link is on the website main page.

Log in, select the rego, click FIND and there you are!

Expired dates are highlighted in red.

IAs/Aircraft

Aircraft On-Condition
Program
Find an IA
Resource CD
Online FPV forms
Defect Reports
Annual Preparation
IA application
Check aircraft details



checkAircraft page

Logged in:

Rego ZK-

Owner:

Model:

Engine:

TT:

Tyear:

Prop:

Last FPV:

Date:

last IA:

Contact log (since May 2011)

Date	Reason	Notes
2024-08-04	Annual inspection FPV19001	expires 2025-08-04
2023-08-02	Annual inspection	13233
2022-08-05	---	new type
2022-08-05	Annual inspection	13230
2017-04-28	Annual inspection	13205
2016-03-14	Annual inspection	10446
2014-11-18	Annual inspection	1416284292
2014-11-11	Annual inspection	1415679387

Unreconciled payments

A few payments that I can't identify the member it applies to -

- 02 Apr 24 \$120 BALL RT
- 15 Oct 24 \$120 Lamb Aviation Ltd
- 18 Nov 24 \$120 Heselton Station

Membership Changes

Simon Paterson	Fiordland Aero Club	Senior Flight Instr.	Upgrade
Hamish Hamilton	West Coast Microlight Club	Senior Flight Instr.	ATO
Duncan Hamilton	West Coast Microlight Club	Senior Flight Instr.	Joined
Todd Pugh	West Coast Microlight Club	Advanced Local	Upgrade
Luke Matthews	Kaitaia Aero Club	Advanced Local	Upgrade
Michael Godfrey	Rangiora Flying Group	Advanced National	Upgrade
Richard James Cook	Gore Aero Club	Novice	Joined
Lloyd Ronald Fitzsimons	NZ Autogyro Association	Advanced Local	Upgrade
Arran Culver	Wairarapa Aero Club	Advanced National	Upgrade
Gary Peter Montagu	Associate	Senior Flight Instr.	Upgrade
Julian Parkinson	Associate	Advanced National	Joined
Stephen James	Canterbury Rec'l Aircraft Club	Advanced National	Upgrade
Jimi Taylor	Canterbury Rec'l Aircraft Club	Advanced National	Upgrade
Richard Keith Sutherland	Rangiora Flying Group	Novice	Joined
Pearl Massie	Associate	Novice	Joined
Ian Donald Simpson	Associate	Advanced Local	Upgrade
Gregory Mark Chapman	Otago Aero Club	Advanced National	Joined
Daniel Donald Scott	Canterbury Rec'l Aircraft Club	Novice	Joined
Jeffrey Plymate	Mercury Bay Aero Club	Advanced National	Joined
Vivek Chandran	Canterbury Rec'l Aircraft Club	Novice	Joined
Peter Warwick James	Associate	Advanced National	Upgrade
Liam Philip Morgan	Mercury Bay Aero Club	Novice	Joined
Thomas Tripp	Canterbury Rec'l Aircraft Club	Advanced National	Joined
Kevin Koboski	Associate	Novice	Joined
Mark Fall	Canterbury Rec'l Aircraft Club	Advanced National	Upgrade
John Vernon Neal	Feilding Flying Club	Advanced National	Joined
Kylie McDuffie	Hauraki Aero Club	Advanced National	Upgrade

James Balasingam	Associate	Novice	Joined
Seth Alden Chick	Whangarei Flying Club	Novice	Joined
Hans Ove Oksvold	Mercury Bay Aero Club	Novice	Joined
Peter Kraak	Canterbury Rec'l Aircraft Club	Novice	Joined
Ryan Southam	Associate	Senior Flight Instr.	Joined
David Pennington	Dargaville Aero Club	Advanced National	Upgrade
Gregory Smith	Canterbury Rec'l Aircraft Club	Novice	Joined
Peter Buckley	Auckland Rec'l Microlight Aircraft Club	Advanced National	Joined
James Wightman	Canterbury Rec'l Aircraft Club	Novice	FRT0
Matt OConnell	Canterbury Rec'l Aircraft Club	Novice	FRT0
Ganga Sudhan	Waikato Microlight Club	Novice	Joined
Euan Hauraki Stewart	Mercury Bay Aero Club	Novice	Joined
Catherine Frances Creed	Associate	Novice	Joined
Grant Gerald Hopewell	Canterbury Rec'l Aircraft Club	Advanced National	Joined
Craig Robert Mason	Bay of Islands Aero Club	Senior Flight Instr.	Upgrade
Raymond Villanueva Lomboy	Associate	Novice	Joined
Christopher Charles Street	Associate	Novice	Joined
Benedek John Rae	Canterbury Rec'l Aircraft Club	Advanced National	Joined
Jake Michael Matthews	Kaitaia Aero Club	Novice	Joined
Luzanne Billett	Associate	Novice	Joined
Joel Campbell Pulley	Canterbury Rec'l Aircraft Club	Novice	Joined
Paul Michael Murphy	Associate	Advanced National	Joined
William David Ringrose	Associate	Intermediate	Joined
John Finlayson	Whangarei Flying Club	Novice	Joined
Ian Murray Chapman	Associate	Novice	Joined
Mark Wightman	Rodney Aeroclub	Novice	Joined
Tyler Black	Associate	Novice	Joined
Jamey Mark Cross	Associate	Novice	Joined

President's Report

Vivienne Patterson

Being President of an association provides you with an interesting overview of an organisation.

The RAAZ organisation is one with members passionate about aviation of all types but microlights in particular. Even more specifically, the individual's own aircraft of choice.

I have had the opportunity to meet a number of people from around the country and without fail, in almost every encounter, there is debate between individuals on why (or why not) the performance of their 'flying machine' is to be admired. If pilots have the same aircraft – for some reason, there is still a need to review the tiny details of why one machine is better than the other. If there is a lull in a conversation - stories about flying or planes will always stir debate, which is always entertaining. I hope that some of the more outlandish stories have been embellished for effect, but I suspect and am somewhat fearful, they have not been embellished at all - even though the pilot has lived to tell the tale.

This year I have moved from Rangiora to Hokitika. On a good day the Coast is stunning and there is great flying to be had. The move has also given me an appreciation of being part of a club that is smaller with a lot less resources than Rangiora. It's great to be part of a club that meet weekly to have a couple of social drinks and talk about their planes and flying.

This year Hokitika was the club that hosted the RAAZ fly-in. For those of you that came to the fly-in it was clear that everyone has a good time. Lots of flying talk – lots of stories shared.

One of the tasks of being President is to award the RAAZ Memorial Cup. Usually, the cup goes to the overall winner of the various flying competitions but this year it went to the Hokitika Club member who

was recognised by the club as an outstanding contributor. That was Drew Howat. Sadly, shortly after Drew received the cup he passed away. I hear Drew's name mentioned often in the club house – usually recognising him as the person who would have done a specific task needed. I therefore would like to acknowledge all those members around the country that have passed on this year who will be missed for their contributions and companionship.

Flying is the common ground between the members of this organisation and RAAZ's objective is to continue to support all the membership to protect the individual's right to fly safely and affordably.

I have great respect for the committee I have worked with this year as I have watched the team respond to situations where incidents have involved people they know well, or we have lost members of our community in tragic circumstances. Regardless of whether the people were known or not, I am very aware that both investigating the circumstances and responding to the CAA, always with the aim of ensuring the best for members, takes a significant toll.

The driving force for the RAAZ committee is to raise the bar in terms of safety, training and representation for the Microlighting community. Like all committees, at times, we do not all agree – but fundamentally the reason for the disagreement is to protect the membership and make RAAZ a more robust organisation.

I would like to thank all of the members of the committee for their 100's of voluntary hours of work this year. In particular, I would like to thank Rainer for the time he has been a committee member – I hope he continues to support RAAZ in his Training role as he has without doubt brought the training programme into the 21st Century. Bill who graciously came back as an official in RAAZs to support the required Audit function. Colin, as Technical Officer has been the backbone of support for the



organisation as he challenges CAA to ensure they do not overstep their statutory function.

For me, it has felt that we have made some gains in the way we carry out our business and I know we have a long list of improvements going forward.

CEO Report

Scott James

This has been a busy year. My thanks to the committee and officers for all their work this year. I am pleased to see some new hands going up to help for this year.

We have made good progress on moving our various systems to standard platforms.

Our new Incident Management system as been accepted by CAA as the primary RAANZ reporting system (i.e. you should report both Incidents and Accidents directly to RAANZ).

It is now 18 months since we released the new Learning Management System. There have been some teething issues, but with 100's of exams now completed, the system is running well. This has improved our credibility with both CAA and our other aviation colleagues.

The web site update is progressing more slowly than I would have liked, but in the next few months we are hoping to move to a new system and eliminate some of the reliability issues that we have had. This will also improve our security and privacy compliance.

The new constitution has been a long process, and hopefully will be in place following the AGM. A sub-committee of the executive committee has been working on a new Exposition as well. This is planned to go into effect following our CAA Re-entry audit in the first half of next year.

Our interactions with CAA over the last year have generally been good. We have regular meetings with

CAA in the bi-monthly Part 149 meetings in Wellington. Progress in some areas is much slower than we would have liked.

RAANZ is also an active member of the NZ Aviation Federation. This group of organisations meets regularly and organises things such as our booth at Wanaka (and coming up in Omaka next Easter). It also provides us with a great opportunity to meet with representatives from the other groups to discuss common issues and concerns.

RAANZ has made multiple submissions in the last year. To CAA this has included proposed rule changes (where CAA reversed the proposed restrictions on Cost Sharing) and the CAA pricing document. While we would like to make more submissions, we are limited in resource and have a primary focus on licensing and certification.

The team has also had to deal with numerous issues with our membership this year. I understand that sometimes the rules can be frustrating but ignoring them can be disastrous if something happens to go wrong. We have seen insurance companies denying claims, and detailed investigations by CAA. A reminder to everyone that you must have a current BFR, medical and RAANZ membership to exercise the rights of your certificate. You should know the rules that apply, including our Exposition and your obligation as an aircraft owner.

As we come into summer, I encourage you all to fly safe and look forward to seeing as many of you as possible at our fly-in next April.

Scott James
CEO

Operations Report

Rodger Ward

It is my pleasure to provide the RAANZ Operational report 2024.

First as always is my thanks to those Instructors out in the field who do an amazing job of training, mentoring, and reviewing the performance of our many keen recreational aviators. This group set the example that we expect from all our pilots. Without this group of dedicated volunteers our organisation would have little value.

The overall experience level both in hours flown and years in the aviation of our Instructor base is something we can be justifiably be very proud of.

I keep saying that we have one of the best operating frameworks in the world for our type of flying. The range of aircraft we can operate is simply amazing. All have their own idiosyncrasies that must be mastered, and competency maintained. Some are more complex than others, but all are quite capable of inflicting significant damage if not respected.

It is a privilege to have access to the range of aircraft that we have. This range will become more diverse in the coming years with personal e VTOL aircraft on the horizon and the ever-increasing performance of the Plastic fantastics. It will be a challenge to cater for the expanding range, but I am confident we have the experience within our group to do so competently.

Throughout the year we held a series of Instructor Seminars. These focussed on the basic early lessons which are the foundation of any flight training. My thanks go to Phil Hooker from Tauranga for developing and facilitating these.

The basics of aviation have featured in a few aircraft incidents throughout the year. Through good luck in some situations no serious injuries have resulted.

It is vitally important to remember that we are recreational aviators and not on a war footing. Basic procedures and checks need to be learnt well and

practised on every occasion we take to the air. Some of the skills that you are trained in may never be used in anger, but it is like the Fire engine down the road. You hope it is never used but if it is you want to know that it has actually gone out and practised stuff that may be used in an actual fire and does know how to do the job.

Several incidents would indicate that basic preflight or critical take off checks were rushed through or not done completely.

Please do not forget the number one rule in aviation. Fly the Aircraft. There have been numerous accidents where a serviceable aircraft has basically flown itself to the scene of the accident whilst the pilot has been preoccupied dealing with a situation that was perceived to be less important than maintaining control of the aircraft. Gravity will always win if you give it a chance.

It is also vitally important that we preflight ourselves each time we head towards the Airfield with the intention to fly. The IMSAFE checklist must be gone through with brutal honesty and must include an R at the end. This is for Recency i.e. how current am I really for what I intend to do today. The accident files are full of examples where if this questioned had been answered honestly the event probably would not have occurred. Any take off checklist must always conclude with E. Emergencies or Eventualities. Ie What is our plan if something significant occurs shortly after take-off. Being startled by something you could have prepared for can certainly reduce your effectiveness in dealing with it.

To continue to operate effectively one must keep up to speed on procedures and aircraft operating parameters. To help this revision process a series of questions are being formulated that will need to be completed before every BFR. Please treat this as a valuable learning opportunity. You never know what situations you may encounter whilst flying and being

ready with answers or know where to find them will certainly help.

To help with this review process the Training resource on our website provides a wealth of information that is not only good for passing exams but also as a place to review very useful information. Many thanks to Rainer Kunnemeyer for his work with this material.

We continue to have a generally good working relationship with the regulator. Some investigations became quite detailed with respect to observation of rules and procedures. It is essential that all are aware of the rules applicable to their flying and actively

observe those rules. It is also essential that record keeping is maintained legibly in the prescribed manner. The records you keep may end up in court one day. If you have any questions about what applies to you, please ask. There are no dumb questions, and it could well be some unnecessary work and angst later.

I must thank our Administrator, Stuart, for the tireless work that is done, quite often in the background, ensuring compliance is maintained and participants kept happy. Filing of complete and legible documentation certainly reduces the workload.



The poster features a green wavy border at the top and bottom. At the top left is the '150 YEARS OF CONNECTION' logo. In the center, a dark green box contains the website 'aviation100.co.nz' and another box below it says '2-5 FEBRUARY 2024, WESTLAND'. The main image shows a vintage biplane on a beach with people, a horse, and dogs. Below the image, the text reads 'Aviation100 CELEBRATING 100 YEARS OF AVIATION IN WESTLAND'. It describes the event as a series of lectures, exhibitions, and scenic flights, and provides a QR code for more details. Logos for Hokitika Museum, Westland, and Hokitika Collection are at the bottom.

Te Araroa Fly-in

Following the opening of their new aerodrome this year the locals would like to have an annual fly-in. The first one is planned for 11th and 12th January 2025.

Camping on the airfield and other accommodation are available and various tours will be available to showcase this unique region.

All aviators invited to attend this little gem on the East Cape.

More details will appear on the various flying social media pages soon.

Operations Report

Colin Alexander

The last twelve months have been both very busy and challenging. I would like to express my appreciation to the executive committee including those co-opted members that have worked tirelessly on their specific projects. Without their input, we would not be able to continue as an organisation.

From a purely technical perspective, this year has had its fair share of disappointments as a result of poor performance of both IAs' and aircraft owners.

It appears that no matter how hard we try to educate and assist, we still end up with those that are simply not interested to understand their responsibilities. We have spent a great deal of money and taken a huge amount of time to visit both IAs' and owners and what we have established, is that very few aircraft are totally compliant with the rules.

We have also run roadshows to explain the requirements however it seems that the message is just not getting through.

On a more positive note however, many are doing a sterling job and I would like to express our appreciation for your efforts.

As a result of our observations in the field, Bill Penman and I are attempting to put together an "E" learning series that will hopefully answer many questions.

Both Bill and I are most grateful to Rainer Kunнемeyer who as a professional educator, is overseeing and putting together the modules from a computer and digital perspective.

Without the assistance of these two gentlemen, I would find it impossible to achieve this objective on my own.

The modules are "All You Should Know About Owning An Aircraft Under CAA Part 103", "Maintenance Requirements of Part 103 Aircraft", "IA Information for Annual Inspections", and

"Information for the Modification of Part 103 Aircraft".

We are hoping to complete and launch these modules in the first six months of 2025.

It is most pleasing to note that there are some new people who are putting up their hands to assist with the running of RAANZ. I am always pleased to see others putting in the effort to ensure the continued smooth running of the organisation.

Some aircraft arriving in the country are really sophisticated and we need to ensure that any maintenance tasks that are undertaken are carefully considered. Some considerations that come to mind are:

1. Can you carry out the maintenance correctly?
2. Can you carry out the inspection effectively?
3. Do you have the facility, tooling and equipment to carry out the tasks required?
4. Most importantly, do you have the KNOWLEDGE and UNDERSTANDING to complete the tasks?

Most importantly, do you have the KNOWLEDGE and UNDERSTANDING to complete the tasks?

It is most important to recognise your own limitations.

I hope that all aviators enjoy a safe festive season with great weather and exciting flying.



Systems Audit Report

Bill Penman

As part of the requirements of CAA and RAANZ education and training needs for members, a program of audits with Inspection Authorities (IA's) and owner's aircraft log books was conducted throughout the year.

The results were not at all encouraging and in some areas were quite disappointing. It is fairly evident that there is a lack of knowledge in aircraft owner's responsibilities and how to correctly annotate maintenance etc in the three required aircraft logbooks. This is not entirely the owner's fault as they have may not been informed or trained in the correct methodologies. It is vitally important especially that the rules allow an owner of part 103 aircraft to do their own maintenance if they so choose.

As a result of our findings Colin Alexander (RAANZ Technical officer) and I are in the process of putting an "E" learning series that will educate all owners of their responsibilities and hopefully answer many questions. This will also benefit our IA's

We are working towards completing this early 2025. The modules will be presented very similarly to the online Learning Management system we have for our exams.

In the interim have a chat to your IA if unsure of what/how to manage your logs. Also remember there is an online form on the RAANZ web site [Annual Preparation](#) that gives you guidelines on how to prepare your aircraft for its annual revalidation of the flight permit. It will certainly make thing easier for you IA

The results of incorrect maintenance or lack of, can prove to be difficult with insurance claims and indeed CAA investigations. In the event an aircraft is sold the new owner may have an incorrect history of repairs etc and may balk at the deal.

Keep safe and enjoy your flying
Bill Penman



Above and Right – *Should I go flying? The answer is always 'yes' but often with the qualifier 'not now' or 'not there'!*

I'll leave the experts to decide if these circumstances warrant a cup of tea and a re-think.



Training Report

Rainer Kunнемeyer

Over the past three years I have developed microlight training material for the Moodle environment. This is a modern, state of the art, and free learning management system widely used for e-learning delivery.

Achievements:

- Seven microlight certificate topics completed.
- Pool of 741 exam questions generated and peer reviewed.
- Introduced robust and auditable exam process and documentation.
- Completed 227 exam passes for 88 different students.

The courses/topics TECH, LAW, FRTO, MET, NAV, HF, and GYRO now have clearly defined syllabuses and useable learning material. This is not complete yet but is adequate to guide students towards an exam pass. Each topic has a set of exam questions testing knowledge to an acceptable standard. Exam questions are randomly selected from the question pool. The exam process prevents unjustified and ad-hoc acceptance of credits.

A student's achievement is entered into their RAANZ profile only if it is confirmed by their supervising instructor in the prescribed form. A badge of achievement is then issued to the student.

In addition to the above, an introductory course was set up that focuses on basic flying concepts. There are other topics/courses under development like ratings, weight shift, and instructor training.

Following up on suggestions that there is interest in on-line courses, I offered a Zoom based FRTO training course. There were, on/off, up to 20 participants. Those who responded indicated that they enjoyed/appreciated the course. However, the low number is not encouraging. Overall, the interest in training material is poor. Only non-certificated students look at it until they pass an exam.

Certificated pilots and instructors do not access the material, nor do they contribute constructively.

The current user experience is poor as the RAANZ web server is either inadequate or misconfigured. For example, about 270 serious server errors occur every month where users do not get the webpage they expect. This is annoying and a concern during an exam. The issue has not been addressed or solved.

The current training material is a vast improvement on what was there before. However, it is still far from a comprehensive and professional training environment. The training system requires maintenance for day-to-day operation as well as continuous development and maintenance of content. This is a substantial effort, and RAANZ needs to address whether and how it wants to continue this in the future.

Rainer Kunнемeyer



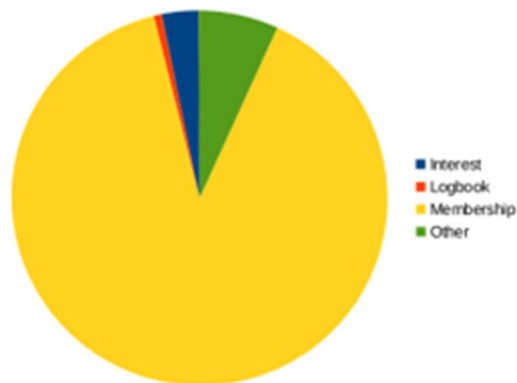
Administration Report

Stuart Parker



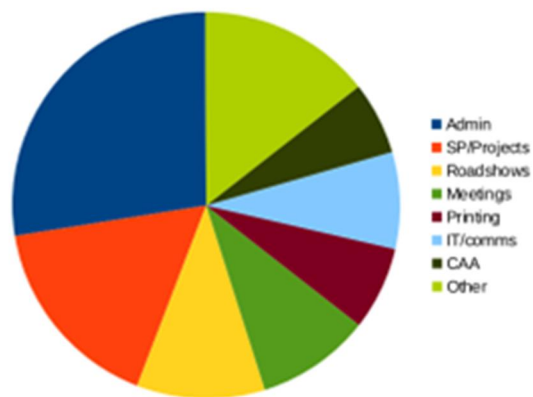
Interest	4282
Logbook sales	930
Membership	120937
Other	9296
Total Income	135446

INCOME



Admin	27109
Senior Persons/Projects	16351
Roadshows	10548
Exec/AGM meetings	9417
Printing	6872
IT/comms	7975
CAA	5983
Other	14242
Total Expenses	98497

EXPENSES



Business account	69956
Paypal	351
Stripe	313
Term deposit	53305
Total Assets	123925
GST payable	1992
CAA audit accrual	3300
Total Liabilities	5292
Net Assets	118633

BALANCE SHEET

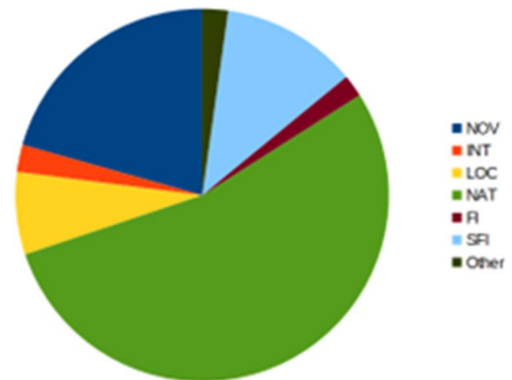
Retained earnings	81684
Current earnings	36949
Total equity	118633



MEMBERSHIP

Novice	288
Intermediate	33
Advanced Local	100
Advanced National	752
Flight Instructor	27
Senior Instructor	165
Other	31
Total	1396
IAs	103

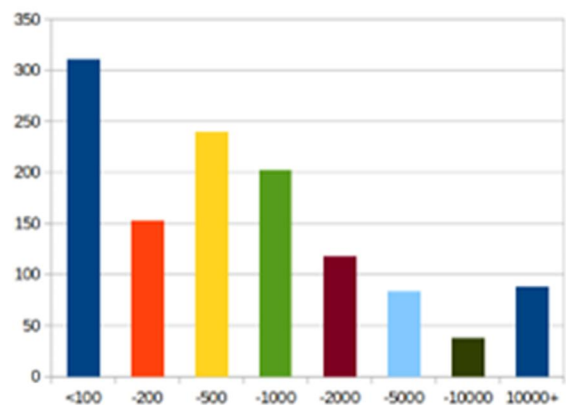
Current @ 25/10/2024



FLIGHT EXPERIENCE

<100	311
-200	153
-500	239
-1000	202
-2000	117
-5000	83
-10000	38
10001+	88

Current @ 25/10/2024

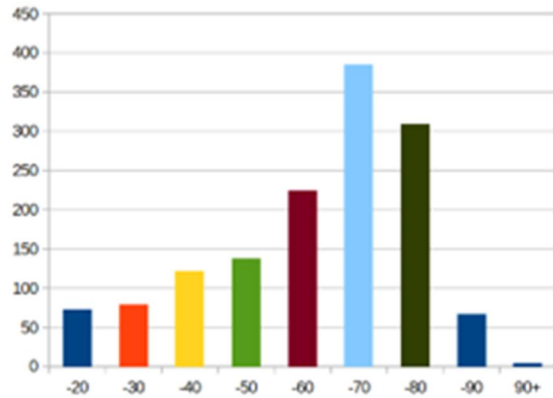




DEMOGRAPHICS

-20	73
-30	79
-40	122
-50	137
-60	224
-70	385
-80	309
-90	67
90+	4

Current @ 25/10/2024



Discussion

- That accounts be accepted (unaudited or audited)
- That annual subscription remains at \$120 full membership, \$30 junior/associate)

Accommodation and Hangarage at Pukaki Airport, Twizel



Technical Report

Stan Hyde

Back in 2021-2022, RAANZ held a series of Roadshows throughout the country with one of the main topics being the engine on-condition program.

While we had reasonable numbers attending those roadshows, we were also aware that not everyone (Particularly I/As) had attended. To cover this, we published several articles in the RAANZ Rec Pilot and on the RAANZ Facebook page. (Examples, Rec- Pilot March 2022, buying, selling a Microlight and what is required, also RAANZ Facebook 7th March 2022, On Condition presentation.)

In general, microlight owners, I/As, plus engine on-condition Officers have picked up and run with this program with great results. Once the engine is put on-condition, it must be checked at each annual to see if its in the same condition as last check and if so be logged to continue on-condition. Very simple and most owners now appreciate the process knowing that their aircrafts engines are still operating safely.

Unfortunately, there have been a few examples where this process has slipped through the cracks, or its intentions not understood. If the engine is out of calendar time or TBO hours, then it must be put on-condition or replaced. The annual can't be completed until this is sorted.

I recently became involved in probably the worst example I have seen since the program was put in place, procedures not being followed and annual passed without the on-condition process being attended to. In this case, the engine was hardly checked at all.

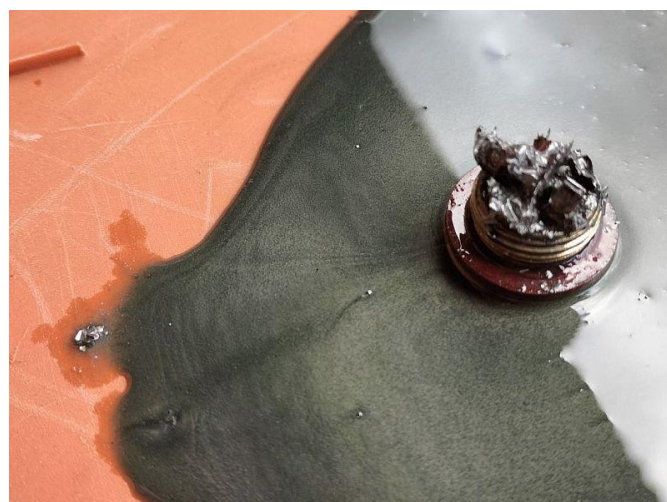
Logbook entries showed very few parameters checked other than the huff and puff bearing clearances. (It was a 582 two stroke.)

Some ten or so months after the annual was passed, the aircraft was sold. The new owner was aware that the logbooks were lacking in information and asked

me to check with what had to be done to get it all legal again. (Get the engine on-condition).

We worked our way through the engine checks to hopefully enter the on-condition program, starting with an endurance flight program as not enough previous history had been logged.

Last check, gearbox magnetic plug, the pictures here tell it all. The front bearing cage had collapsed and luckily most of the bits were caught on the magnetic plug. The oil was full of metal and the gearbox housing was stained by the dirty oil. Gearbox oil had also been leaking past the rear seal for some time. This didn't all just happen overnight.





Holes in the cheese lining up or seconds away from an accident come to mind.

The new owner made the wise decision not to fly the aircraft after it was delivered and wanted it all sorted out first, excellent call. (Unaware of any mechanical issues at that stage.)

If the aircraft had been flown again before the required checks taking place, at best he would be in a paddock somewhere with a destroyed engine. We don't need to mention the worst scenario.

Regular maintenance and the on-condition program annual checks would have found this issue, but very few checks and procedures had been followed.

As we all know, the hundreds of good examples don't get talked about enough but one bad example like this gets all the attention. (Lets the team down)

The CAA exemption from rule 103.217(b) allows RAANZ microlight owners to be exempt from following certain manufacturers maintenance requirements such as assessing engines to enter the on-condition program. (Continue in service after TBO or Calendar time has expired.)

This exemption expires on the 31st of July 2025, and we all want to see it extended for another five years.

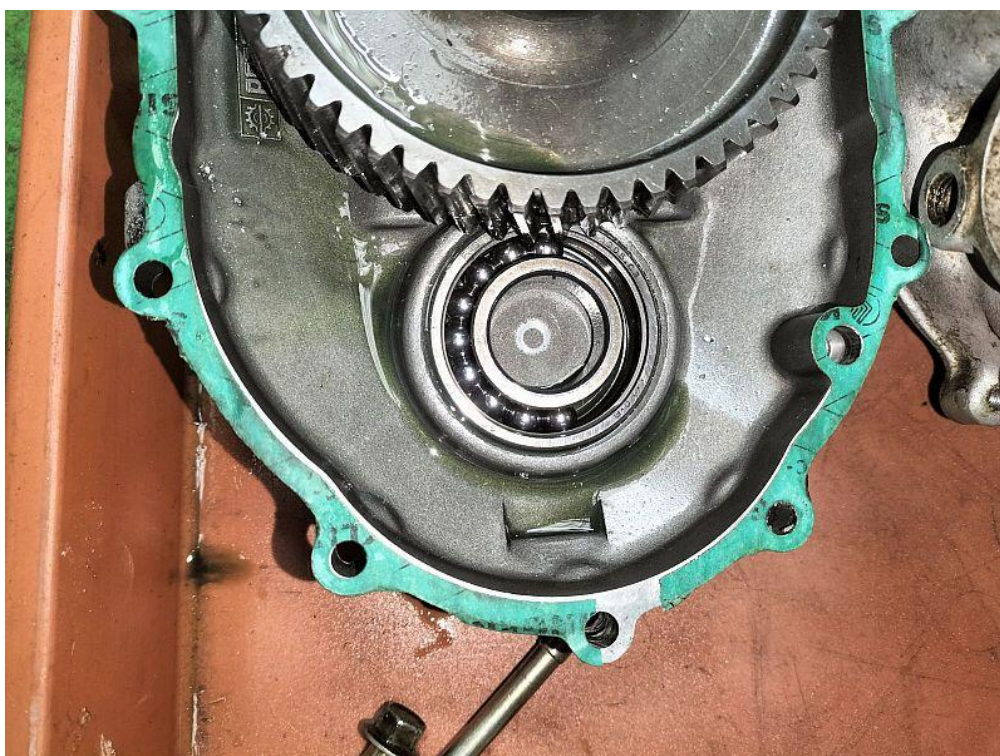
Taking the positives from the example above, the new owner was aware of and understood the on-condition process as having two of his previous aircraft engines put on-condition. His decision not to fly it before getting all the checks and logbooks up to date first prevented a serious mechanical failure and out landing from taking place.

Please, if you are still in doubt about such procedures as the on-condition program (As a microlight owner or I/A), ask another I/A or contact the RAANZ Technical officer who will be more than happy to help.

As mentioned above, the on-condition program in general is working very well and with that in mind, we look forward to the CAA exemption to 103.217(b) being extended for another five years after next July.

Safe flying.

Stan Hyde,





Richard Brett's Twin Pusher Biplane Microlight

Keith Morris

In my earlier article on Pete James' powered Easyriser microlight, I quoted Pete as saying that "(he) thinks he was the first to fly a powered microlight aircraft in New Zealand and that was in late 1977 although he does know of another guy who was experimenting with powered microlights at Raglan around the same time".

And at that time I asked "Can any reader provide details of who this was?" Well, fast forward 18 months or so and we have the answer:

The guy at Raglan was Richard (Dick) Brett who had built his own design of microlight that was pretty amazing for that time (around 1977). Of course that was at the time when microlight aircraft did not have to be registered and CAA didn't really know what to do with them.

Richard Brett came from England in 1919 when he was 16 and studied at Flock House near Bulls. He later married during the depression and the family moved to the East Coast where he helped with building a mill.

He was a self trained engineer and blacksmith and he served during WW2 with the RNZAF as a driver/mechanic. He was interested in aircraft early on after the war and in Gisborne in the early 1950s

he built a gyro glider that was registered ZK-GAO in November 1954. It was the first gyro glider to be registered in New Zealand.



Above, The Rotary Wing Glider at Gisborne

I was particularly interested in the rotors which were built up like an aircraft wing with a spar and many ribs – this was pioneering stuff. It is listed in the CAA records as a Rotating Wing Glider. Maybe it was Richard Brett's own design?

A gyro glider was towed behind a car on a tow rope after the rotor blades were first manually rotated.

Heading photo, Richard Brett's twin engine pusher biplane microlight at Raglan

However due to pilot error (there was no-one to teach the pilot how to fly a gyro glider back then), ZK-GAO was badly damaged on one such tow (maybe its first tow?) when the blades hit the ground and it was written off and cancelled from the register in July 1957.

Richard Brett later moved to Raglan where he built his second flying machine in the mid 1970s. Remember this was in the very early days of microlight aircraft and I think it is pretty remarkable what he came up with. At that time people like Pete James were going down the route of fixing an engine onto an existing hang glider design which was probably more likely to succeed but Richard Brett really pushed the boat out!

The aircraft he came up with was like a small regular tailedragger but it was a biplane with twin pusher motors! I understand these engines were Briggs and Stratton 2 stroke lawn mower engines and you can certainly see in one of the photos that they blew a lot of smoke!

I am not sure what he covered it with but I have heard a report that it was quite loose but tightened up in the sun!

The history of the aircraft flying is a bit hazy. I know it was assembled at Te Kowhai sometime in the late 1970s, and attempts were made to fly it. It did make some hops in ground effect as I understand and possibly ended up in a hedge. Can anyone add anything more to this?



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.

Above, An engine start of one of the 2 stroke Briggs and Stratton engines. That is Richard Brett in the blue jersey. It is a pity that we don't have a better photo of him.



Above, Richard Brett's twin engine pusher biplane micro-light at Raglan

I have contacted Richard Brett's family and they have lost track of what eventually happened to the micro-light. Nevertheless this was a pioneering attempt at very early micro-light flying in New Zealand, and Richard Brett deserves recognition for his work.

Thanks to Dale and Dave Brett, and Graeme Stratton for their help with this article.

Keith Morris

FINDING ANSWERS SINCE 1958.



Want to know more about how aviation got to where it is today? Or find out about the people who created it? Maybe you're just mad keen on P51D Mustangs, Tiger Moths, or A380s. Our group of active enthusiasts share a passion for New Zealand aviation: past, present, future. We photograph, research, and document it all. Then we share it. Online, newsletters, updates, quarterly journals, and specialist publications. And we encourage contributions. Come and join us at The Aviation Historical Society of New Zealand, visit our website and start exploring!



visit www.ahs-nz.co.nz



Honey Bebe is for sale!

I am selling my Jodel D9 ZK-KMM "Honey Bebe" who has given me many hours of lovely flying over the last 7 years. She really is a Honey.

I built her between 1974 and 1983 (but didn't fly her back then) and since first flying she has been flown by a succession of careful pilots, has never been damaged and has always been hangared. She has flown a total of 1,040 hours to date so she is a proven aircraft. She also has a brand new RAAZ Flight Permit as of 23 November 2024.

Her engine is a 1600 cc Volkswagen that had a major overhaul including new heads 100 hours ago in 2019, and she is equipped with twin Lucas SR 4 magnetos that were fully overhauled when installed 100 hours ago.

I consider that Honey Bebe is really a D 9 and a half as I built her with a wider and deeper cockpit from which the view is outstanding. I also installed a Taylor Monoplane type undercarriage, and landings are a breeze.

I am asking \$14,000 for her. Please call me to discuss on 021 174 6350 - Keith Morris



For Sale

ZK-JOR Rans S-6ES Coyote II

Great condition and well maintained. Looking for a good home to keep her in top condition.

Plenty of Club memories for the many that flew this aircraft. Fresh Annual SkyEcho, Rotax 582 Blue top E Gearbox – on condition, runs sweetly.

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