



RECPLOT

Recreational Aircraft Association
of New Zealand (Inc)

March-April 2025



- Last C-130 into Wigram
- RAANZ Waipukurau Fly-in
- Buying a damaged plane
- Oil Systems
- Oxford Wheels with Wings
- Motueka Mirage



That Hercules...

I'm lucky enough to work close to the Air Force Museum of New Zealand at Wigram. I popped down to watch the last C-130 land on the fields by the museum a few weeks ago.

What an absolute buzz to see professional pilots doing their job well. Thanks to Aaron Murphy for letting me publish his photos!

Brian Greenwood
Editor

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Cover – The first touch and go at Wigram, captured beautifully!

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Notes from the CEO Scott James

I hope many of you are planning to attend our annual fly-in at Waipukarau. I am sure the team there will put on a great weekend. Hopefully the weather plays ball, and I make it up from the South.

It has been a busy time for the RAANZ Executive. I and our Vice-President, Simon Paterson, had an opportunity recently to meet with the new CAA board. It was great to have some face-to-face time with them. We explained who RAANZ is and some of what we do. We also raised several concerns that have been escalated to us.

A new version of the RAANZ Exposition has been drafted. This has gone out to all our ATOs for feedback, and my thanks to those ATOs who have responded. The next step in this process is to incorporate the feedback and then pass on to CAA for review. Our goal is to have it in place for our re-entry audit mid-year.

Buying a plane that has been in an accident?

If an aircraft has been fully written off, the CAA will likely request that the aircraft flight permit be returned, and it will be cancelled. In some, rare, circumstances, if this does not happen, it would appear that the CAA does not follow up on this. Future purchasers may not be aware that the aircraft does not have a flight permit and even continue to receive Participation/Registration levies.

It is our opinion that a change of ownership in this case, should provoke a warning from CAA, and this has been communicated to them, however, we strongly suggest that if you purchase an aircraft that has been written off, you ensure that it does have a valid flight permit.

Omaka - Easter



RAANZ will have a booth in the NZ Aviation Federation marquee at Omaka this Easter. It would be great to have materials from our member clubs available for people to review and take. Please contact at ceo@raanz.org.nz. Also, if you are planning on being at the airshow, and have a spare hour or two, your assistance on the booth would be very welcome. We are also looking for video and photos to have on display. Please send these through to me.

WANT TO SEE MORE?



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

RAANZ National Fly-in soon!

2025 RAANZ National Fly-in

April 4th 5th 6th

Waipukurau Airfield (NZYP)

Your hosts; CHB Aero Club

Friday 4th Arrivals, BBQ tea, refreshments, registration, socialising

Saturday 5th, Competitions, local flying, presentation dinner with guest speaker

Sunday 6th, Local flying, departures

Camping on the field encouraged

Early expressions of interest welcomed
Detailed registration closer to the time

Contacts, Wendy Milne wwoops@hotmail.com
Ross Macdonald rossmacd56@gmail.com

Local accommodation

Thornton Lodge Motel (on end of the runway)

Fergusson's Motel (in town)

Leopard Hotel (in town)

Courtesy van available



Waipukurau April 4-6th.

Hosted by the Central Hawke's Bay Aero Club

Info pack.

Please reply by return email to wwoops@hotmail.com

The following prices are approximate and are to be confirmed and **paid at registration upon arrival.** (cash/ Eftpos available)

Do not send money now!

Numbers

Registration \$20 (...)

Friday BBQ tea \$20 (...)

Sat breakfast \$10 (...)

Sat lunch \$18 (...)

Sat evening dinner \$50 (...)

Sun Breakfast \$10 (...)

Camping per person per night \$15 (...)

Name.....

Number of people attending.....

Email.....

Contact ph number.....

Reg ZK-.....

- Registration includes all day tea/coffee biscuits.
- Breakfast = fruit juice, fruit and cereal, toast, tea/coffee
- Campers; Shower Toilet facilities in clubhouse available to you.

Oil Systems

Engines have different oil lubrication systems, and the aircraft owner/operator should be familiar with the system on the aircraft being flown.

On engines with a pressurised oil system - the oil circuit to the oil cooler etc. is under pressure, it is much easier to detect a leaking fitting.

This should be addressed immediately to avoid a problem down the line.

Examples of these engines are Lycoming, Jabiru, Continental and many automotive conversions.

The Rotax engine, which is most common in light aircraft and microlights in New Zealand, utilises a dry sump system. The oil pump is on the front of the engine and pressurises the circuit within the engine only. Therefore, the pump is sucking oil from the external tank through the oil cooler and thermostat if fitted and only then enters the engine.



The challenge here is that a loose or leaking fitting does not necessarily leak oil and can suck air into the circuit which can quickly result in a catastrophic failure and seizure.

It is difficult to detect, and all oil connections should be monitored on a regular basis to avoid this occurrence.

Loktite and lockwiring are two methods that can be incorporated to avoid this danger.

Remember to check carefully on all preflights and to put a spanner or screwdriver on all clamps and fittings while you are carrying out maintenance.

These preventative measures will ensure that your good day of flying does not end in a bad day of forced landings.

These inspection requirements are detailed on the Rotax maintenance check sheets that you are required to use.

CANTERBURY RECREATIONAL AIRCRAFT CLUB INC.

AIRCRAFT CLUB OPEN DAY

Rangiora Airfield
12th April 2025
10am - 3pm
Come join us!

Food Trucks Galore | Coffee | Bouncy Castle | Learn to fly & more!

The poster features a background image of an airfield with several hangars and aircraft. An oval inset shows a group of people gathered around a small aircraft. The text is overlaid on the image in various colors and fonts.

Administration

Stuart Parker

Our Exposition clearly states in multiple places that pilot certificates and annual inspections are only valid while the pilot/owner holds current RAANZ membership. Being part of our CAA approved Exposition, it is a legal requirement and those documents (your pilot certificate or aircraft annual) will fall invalid on your membership expiry. Not a good look of there is an incident and CAA or your insurer asks the question. And simply not the responsible and professional attitude we expect from our members.

Pilots

- Membership receipts and email notification lists your expiry dates for membership, medical, AFR/BFR and aircraft annual inspections
- You can also check these dates online in the [myRAANZ](#) webpage
- And you get email reminders the month before they fall due
- Ensure you are current before you front up for a flight review or annual inspection

Instructors

- The CMV forms have a checkbox to prompt you to check/confirm that pilot membership is current
- If the pilot is uncertain you can check their status in the [checkPILOT](#) webpage

IA's

- The FPV forms carry the wording **'Valid while the owner remains a current RAANZ financial member'**
- Please remind the owner of this as part of your sign-off

Admin

- Sorry guys, but if I receive a CMV or FPV from an expired pilot/owner I will advise by email that the form will not be processed/valid until current membership is restored.
- But much simpler all round if membership is kept current.

Cheers,

Stuart Parker
RAANZ Admin



Membership Changes

Name	Club	Certificate
Ryley Fleming	Golden Bay Flying Club	Senior Flight Instructor
Michael McMillan	West Coast Microlight Club	Advanced Local
Paul Coker	Gyrate Flying Club	Advanced Local
Erwin Edsel Weber	Parakai Aviation Club	Intermediate
Johan Doevendans	Associate	Advanced National
Allan Wayne Dennis	Associate	Advanced National
Phillip Rees	Associate	Senior Flight Instructor
Warwick Newman	Associate	Novice
Nigel Towler	Whangarei Flying Club	Senior Flight Instructor
Nicholas Gambirazzi	Associate	Advanced National
Paul Richardson	Auckland Recreational Flying Club	Advanced National
Charles Robin Wooldridge	Whangarei Flying Club	Advanced National
Stephen Michael Healy	NZ Autogyro Association	Advanced Local
Dino Damiani	Associate	Advanced National
Elias Bayless	Associate	Novice
Mark Johnston	Associate	Novice
Emma Margaret Bell	West Coast Microlight Club	Advanced National
Clinton Gardiner	Whangarei Flying Club	Advanced National
Gregory Douglas	Parakai Aviation Club	Intermediate
Craig Moss	Associate	Advanced National
Ian Richard MacKenzie	Associate	Novice
Anthony Kent Anselmi	Matamata Aero Club	Novice
Stuart Bruce Fraser	Associate	Novice
Jeffrey Plymate	Mercury Bay Aero Club	Advanced National
Keith Robert Froude	Fiordland Aero Club	Novice
Adam Colin Bailey	Associate	Advanced National
John Gordon Headifen	Geraldine Flying Group	Advanced National
Jeremy Robert Speight	Associate	Novice
Andrew Campbell Richard Seay	Associate	Advanced National
Joshua James Saunders	Associate	Novice
Glen Downes	Associate	Novice
Christopher David Riddle	Associate	Novice
Elsa Klein	Mercury Bay Aero Club	Novice



Name	Club	Certificate
Craig Harrington	Associate	Novice
Brent Savage	Canterbury Recreational Aircraft Club	Novice
Ian Murray Chapman	Associate	Advanced National
Richardina Jane Dykes	Mercury Bay Aero Club	Novice
David Halewood	Associate	Novice
Stephen Flack	Associate	Novice
Garry Bruce Wagner	Associate	Novice
Graham Roberts	Associate	Advanced National
Tyler Black	Associate	Novice
Yash Chauhan	Associate	Novice
William Irvine	Associate	Novice
Imogen Ainsley Stewart	Associate	Novice
Anthony van Schalkwyk	Auckland Recreational Flying Club	Novice
Mark Bouma	Mercury Bay Aero Club	Novice
Rebekah Burnett	Rodney Aeroclub	Novice
Robert William Boniface	Stratford Sport Fliers Club	Novice
Mathew Timu	Associate	Novice
Ben Duncan	Associate	Novice
Ben Stewart Jackson	Canterbury Recreational Aircraft Club	Senior Flight Instructor
Tim Balo	Stratford Sport Fliers Club	Novice
Phil Shaw	Associate	Novice
Paul Wei Lem Leong	Associate	Novice
Philip Ross Dittmer	West Coast Microlight Club	Novice
Francisca Ellery	Associate	Novice
Connor Reginald OLoughlin	Canterbury Recreational Aircraft Club	Advanced National
David John Horrocks	Canterbury Recreational Aircraft Club	Advanced National
Steven John Stronach	Associate	Novice
Hector Goldie	Whangarei Flying Club	Novice

RAANZ Operations Rodger Ward

One of the biggest tasks in Aviation is getting data on how things are working, both good and bad.

Thanks to those that have reported occurrences. Receiving no reports for a period starts to make me nervous. Either there are no occurrences, highly unlikely, or people are not reporting, highly undesirable. Every Big Event is always the aftermath of a multitude of smaller events.

By getting reports and analysing what has occurred and why, we are able to work on strategies to prevent a reoccurrence or the Big Event happening.

Not reporting is a selfish act and has no place in a healthy aviation environment and as I have said many times, we have one of the best frameworks in the world for operating our type of aircraft. Let's look after it.

In my last article I did mention the **Go Around**.



The **Go Around** is not necessarily an Emergency Manoeuvre but may have to be executed very quickly at times. The Airliner in the picture was landing and had actually touched down then observed the biz jet entering the runway so initiated the Go Around.

There are many reasons for the Go Around.

One we use on a regular basis is when the landing is not progressing as we need. This may be on final and the picture out the front is not looking right or in actual fact like the Airliner after we have actually touched or bounced. Yes, some bounces maybe

recoverable if they are minor and we have the luxury of lots of runway. If we don't, then a Go Around is needed.

Please ensure you know to Go Around and are competent on why and when to use it.

Part of your **preflight requirements** is to study the ground areas you intend to use to ensure they are suitable for your aircraft and part of that task is to study any information regarding the airfield, i.e. the AIP landing chart. Take time to study the layout of Runways and Taxi routes. Damaging the aircraft by taxiing off piste is not a good look. Any doubt, talk to a local.

An integral part of the preflight requirements is the personal one – i.e. are you ready to fly?



Above left, image captured from youtube video <https://www.youtube.com/watch?v=RduaAYHRjMk> courtesy ABC7 news



Please use this before you think of heading to the

Airfield but Please add an **R** to the end so it

becomes **IMSAFER** - the **R**

is for **REGENCY** i.e. How

current am I really for what I intend to do today?

The accident data we are receiving would indicate in a lot of cases a brutally honest answer to this question could well have stopped an incident from happening.

The ventilation system in most of our aircraft quite often does not work very well when we are on the

ground, so in warmer weather it is quite common for some parts of the aircraft to be opened up to allow airflow. It is extremely critical that the aircraft is restored to flight mode before the Take Off checks are complete. Eg Close and latch the canopy. The **Take Off Checklist must be completed in a unhurried, competent and uninterrupted manner.** If any of these are not being achieved **Stop** and restart the process.

Remember we are recreational aviators and not on a war footing, so we don't not need to rush the Take Off.

Fly Safe,

Regards,

Rodger Ward RAANZ Ops

CAA – RAANZ Investigation Changes Discussion

Scott James, RAANZ CEO

On behalf of CAA, we have been invited to attend a discussion as outlined below.

Kia ora RAANZ Members

We would like to invite you to join us for a discussion on the recent changes to the investigations function off an external review about 18 months ago.

The changes are designed to improve the quality, timeliness, and transparency of investigations and to increase the ability to disseminate safety outputs in a timely manner. This will align with the just culture principles specified under the new act and the public interest.

The CAA is working with operators to promote understanding of the changes and dispel some myths.

The CAA will hold an online meeting on the 26th March from 7pm – 9pm to present and discuss changes, what we might see as a result, and answer any questions or address concerns raised

Dean Winter

CAA

Meeting ID: 492 674 925 229

Meeting Link: [CLICK HERE](#) (PDF Version only!)

Passcode: bK3cy2cp



Oxford Wheels with Wings

Brian Greenwood

In what's fast becoming one of my favourite local events, the annual Oxford Wheels with Wings day attracts a wide variety of vehicles.

Attendance this year was down, probably because of a weather forecast which included hail. No-one wants their pride and joy hail damaged! Luckily the predicted bad weather stayed away until after the day was over, with just the last couple of aircraft departing in a light shower.

Aircraft attendees were mostly CRAC members with a few pleasant extras. The delight was seeing the late arrival of

the beautiful Piper Cruiser (think: 4 place Cub) ZK-BZL and the gorgeous Rans S6 ZK-SIX (I'm not biased).

As always, there was a good range of food vendors and excellent live entertainment. It's just a very pleasant, family-orientated day in very bucolic surroundings. Being right on the airfield provides the entertaining backdrop of aircraft arrivals and departures, too. I'd like to express my appreciation to the organisers, especially CRAC-member Dave McPherson for such an enjoyable day.



Above, this amazing barn-find 1922 Overland Roadster had been restored to running condition, the owner intends to keep the history recorded in it's patina. **Four photos above right**, Cars. And a truck.



*Top row, Riley Elf; 1948 Ford Deluxe interior; 1948 Ford Deluxe exterior
Middle row, a brace of Lotuses; Mini Clubman and some pretty Datsuns
Bottom row, Fiats, Morris 1300 Mk II, Humber 80 race car, and a De Tomaso Pantera (assume it's a replica?)
Below, the last two aircraft to leave got caught in the rain (light enough for me to be taking photos with a non-water-resistant lens!), here's **Lionel Green** blasting away in his Savannah S ZK-RDY*





*Left, Jaaaaguar XK
Clockwise from above,
MGBGT, Volvo P1800
Estate, Jaguar XJS*



*Clockwise from above left, Roy
Waddingham on short finals in
PLB; The Last of the Summer Wine
re-enactment, Paul Godfrey in JFA,
Rans S6 ZK-SIX, and Duncan
Fraser's Budgie!*





Top, Savannah S ZK-SGC

Second row, part of the food and entertainment.

Third row, Ryan Humphreys' IBIS, Lionel Green's Savannah, and CRAC's Tecnam P92 II ZK-RGE

Bottom row, a real treat was Craig Stobbs' immaculate Piper Cruiser (to call it a fat Cub does not do it justice!).





Last C-130H Flies into Wigram

Photos: Aaron Murphy

The RNZAF's last C-130H-model Hercules landed at the Air Force Museum of New Zealand's Wigram site on Wednesday 19th February.

The remaining land of the former RNZAF base Wigram (most of it being used for housing) was sufficient for a STOL landing by the lightly loaded Hercules, which stopped in 273 metres out of the approximately 700 metres available.

The pilots made it look easy – the comment from the Museum Director, Wing Commander Brett Marshall, was that the planning had allowed for many contingencies (engine failure, props not going into reverse thrust, etc.) so that the safety margins on everything working, as it did, were large and it did look easy! I'm paraphrasing so don't blame the Director if I have it wrong.

The Museum now has a project for a new building to house both the C-130 and the P-3K2, in the meantime it will fit in a hangar with the tail removed.

I enjoyed photographing the event, and **Aaron Murphy** sent through these far superior photos – thanks, Aaron!





Robert Turner photo

Motueka Mirage

Robert Turner Via Keith Morris

In the early 1980s there was a increase in microlight flying as the machines were required to be registered and some flew with aero clubs (although they were not always welcome at some clubs). One of these aero clubs was the Motueka Aero Club who bought a Ultralight Flight Mirage Mk II and registered it as ZK-MOT in August 1982.

The following was written by Robert Turner from the UK. He writes:

I learned to fly with the Motueka Aero Club / Associated Aviation / Nelson Aviation College.

I came across these photos that might be useful to fill a space if you are doing a piece on early microlights - this is ZK-MOT, an Ultralight Flight Mirage MkII, at NZMK.

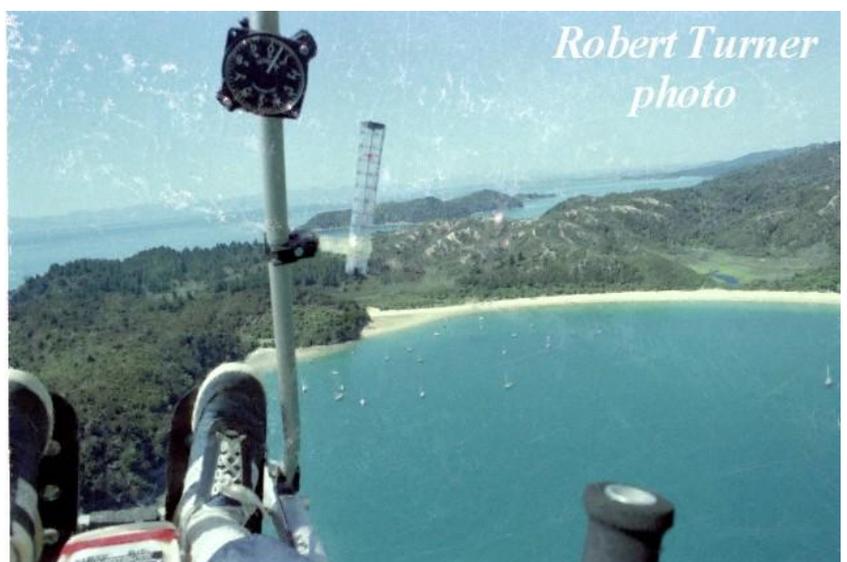
It was assembled by Motueka Aero Club members in an apple packing shed in Riwaka over a few weekends in 1982 or thereabouts. It is photo'd here at Motueka.

As you can see from the second photo it had a "full IFR panel", including ASI, altimeter, boot, and very very wide screen display. The altimeter has either lost a hand, or it

says that I'm at 50', so is clearly not the most useful bit of kit, and as I recall, the ASI had a position error of about 50% depending whether or not you were flying in balance, and whether the clamp holding it in place was tightened up properly.

I see from my log book that I flew it for about 10 hours before I departed for the UK - great fun provided you avoided the usual Tasman Bay sea breeze. The worst bit - being non-radio I had to climb to 1500' for a standard rejoin - 1500' is a long way up in one of those.

Robert Turner





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 RAANZ 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 \$12,995 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.

Call Duncan 021 222 4985

Marlborough
Lines

CLASSIC FIGHTERS

Omaka



2025

TICKETS
SELLING ONLINE

APRIL 18TH - 20TH

EASTER WEEKEND

OMAKA AERODROME, BLENHEIM, MARLBOROUGH NZ

www.classicfighters.co.nz