



RECPILOT

Recreational Aircraft Association
of New Zealand (Inc)

OCTOBER 2025



- RAANZ AGM and Fly-in
- RAANZ Roadshows
- Is your Part 103 Aircraft legal to fly?
- Terry Delore Trike



WELCOME TO THE OCTOBER 2025 RECIPILOT ISSUE

This jam-packed edition has been a marathon effort, but I must say a massive 'thank you' to all the wonderful contributors.

Sadly, I won't make it to the RAANZ Roadshow in my area, but I'm hoping to meet as many people at the AGM as possible.

Brian Greenwood

Editor

Cover – Mike Small lifting off in his recently refurbished Karatoo, ZK-KTO
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CEO Report Scott James

The CAA has announced their Funding Review ([Announcement](#)). This is intended to look at the fundamentals of CAA funding. I will provide more information as it is announced. RAANZ will submit at the appropriate time, but I encourage all members to submit, talk to their MPs etc. It is likely that it will be Q2 next year before the official review starts.

Our Administrator, Stuart Parker, and I met with the new CAA Deputy Director, Katherine McGowan, and Vicki Coats in Wellington. We spent some time explaining who RAANZ is, and some of our key concerns. While the regulator has indicated that they will take a risk based and intelligence led approach moving forward, the proof will be in the pudding.

Our rule exemption request for flight over congested areas, after nearly 2 years of processing (1 year 11 months), was unfortunately declined. We do not agree with the decision. We have been told that they do not want to be rule making by exemption. We argue that the rule is already there, and this is exactly what exemptions are for – rules that are no longer fit for purpose. The CAA has indicated that they intend to rewrite the majority of the rules in the next two years and that they have funding for this. RAANZ will be submitting on Part 103 and 149.

RAANZ has supported House of Science (HoS) as part of an NZAF initiative. HoS provides materials to primary schools to support teachers. NZAF, working with HoS, have created a specific aviation course. This is now being trialled and will shortly be rolled out around the country. This is an amazing resource, designed to encourage interest and understanding of aviation from an early age.

More information can be found at <https://houseofscience.nz/>



AGM

Our AGM is coming up. It would be great to have some new people on the committee to help direct and operate RAANZ over the next few years. It takes some time, but the committee is critical for the effective running of RAANZ.

If you are interested, please contact either me or our Administrator. We are happy to talk to you about what is required and the nomination process.

Warbirds Over Wanaka



Planning is well underway for WoW. RAANZ will have a booth in association with the NZAF and with the support of Greg and Karelan Doran, whose hanger we will be using. We are planning on having a RAANZ aircraft on site and would love to have material and support from our clubs and members around the country. Please get in touch with me to discuss how you and your club can be involved.

Roadshows

As you read this, the first of the scheduled RAA NZ Roadshows will have been completed. There are a number more planned in the next few months, and I would encourage everyone to attend. They are a chance to meet with the RAA NZ team (although please feel free to contact us at any time) and hopefully learn something new. This round, we will be focussing on the new Exposition, new resources for aircraft owners, and threat and error management. Keep an eye on our Facebook page and web site (as well as emails) for dates and locations.

Learning Management System

There have been a number of issues with the Moodle LMS. We know it is extremely frustrating to try and do an exam and the system isn't working. We are in the process of moving to an alternative system. I personally apologise for the problems. Our new Education manager (Ray Ninow) is working hard to resolve the problems. Watch this space.

A Strange Microlight – Have You Seen One in NZ?

Keith Morris

I recently came across a video of a strange type of microlight flying machine from Japan - it was a weight shift pusher with the pilot in a prone position and seemed to have a bird like tail that could be moved, and by the sound it was powered by a 2-stroke engine. It looked like it flew very well.



Here are some screen shots of it from the Japanese video.

The reason I am writing this is because I think there may have been or are some of these machines in New Zealand. A friend of mine told me that they are called "Mosquitos" here and that he had seen a video somewhere of them flying off the Northern end of the beach at Orewa. And I think there might have been one flying at Waitohi back in the day and there also may have been one flying at Te Kowhai in the late 1970s. To my knowledge none have ever been registered here.

So, my questions to e-zine readers are: Have you seen one in New Zealand? Do you have a photo you could supply? Are there still any of them out there? It would be great to know to add to our knowledge of microlights in New Zealand. Over to you!



Please contact me at 021 1746350
or keith.morrisKMM@gmail.com

The 2025 RAANZ Fly-in

Ashburton Airfield – November 7th, 8th, 9th, 2025

The RAANZ fly-in at Waipukurau was cancelled earlier in the year, due to weather. Thanks to Ross Macdonald and his team for giving it a go! Let's face it, the weather has plagued aviation endeavours since Richard Pearse first flew early in 1903. We make the best of it and carry on!

We are hoping the Ashburton can turn on some settled, high pressure, big blue days over the second weekend in November, so RAANZ members can gather from near and far to do the things we love to do.

Russell Brodie has been overseeing the planning and the team at the Ashburton Aviation Museum are providing the facilities and the catering to keep the hungry hordes satisfied. We, at RAANZ, are immensely grateful to the Ashburton guys for their willingness to support us. Our hope is that RAANZ members can enjoy the weekend and pay it forward a bit, to the museum, which is fundraising like crazy to see their new hangar completed.



we'd love to get an email from you letting us know if you are planning to come. admin@raanz.org.nz will get to Stuart. This indication will help the organisers with planning.

Don't forget your current airfield plates!



The format will be fairly laid back. Plenty of time to catch up, fly with others, relax and maybe drop a few bombs. There are a couple of local strips that we can visit, if the Canterbury winds play ball.

Saturday afternoon's AGM will happen, even if the fly-in does not go ahead for some reason. There'll be a ZOOM link for those who could not attend. See the other article regarding committee vacancies and the urgency for RAANZ to have a full executive team representing our membership. There is plenty to do!

Dinner and drinks will follow the AGM.

Sunday will be for chilling out and local flying. Nothing too much is planned at this stage.

Please get your registrations in as soon as you can. For those not wanting to commit until the weather pattern is known,



Registrations: Warren Janett
1727416

Mobile: 022-

Email: computerman3@gmail.com

Fly-in Enquiries: Russell Brodie
2760914

Mobile: 027-

Email: eca.fly@xtra.co.nz

RAANZ Fly-In 2025, PO Box 432, Ashburton 7740

The 2025 RAANZ AGM is upon us - November 8th!

Grant Coldicott

This year, the meeting will be held at Ashburton Airfield, on the Saturday afternoon during the RAANZ Fly-in. A ZOOM link will be available for those who cannot attend. The fly-in registration papers and notes can be found [here](#). Please register as early as you are able, as it helps the organisers with catering etc.

The RAANZ Executive consists of eleven members. Five of the eleven positions are 'appointed' by the 'elected' Executive, two of those five hold Delegations from the Director, the other three are CAA Senior Persons. These appointments are annual terms.

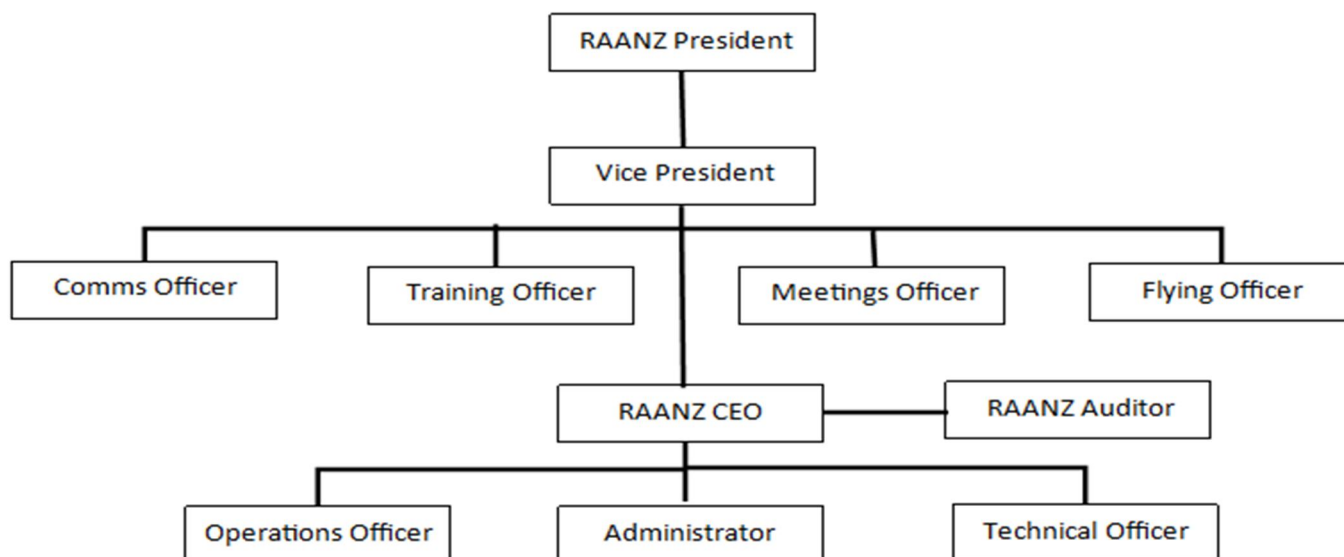
The other six members of the Executive are 'elected' by the membership, at the AGM, to oversee the policy and procedures of RAANZ and determine the direction RAANZ takes, to give the RAANZ members the best possible flying enjoyment. They provide the 'appointed' office holders with policy and procedural targets. Each Executive member holds one vote at meetings.

These 'elected' positions are for a three-year term, some retiring by rotation each year.

The Executive have developed 'Job Descriptions' for each position so candidates know what skills they will need to fulfil the requirements. Flying experience is useful but so are business and administrative skills. The ability to manage email and forum communications, in a timely manner, is essential. An understanding of governance and management procedures is also essential.

Usually, the time involved is about twenty hours each month, with a ZOOM meeting during the month. Occasionally, committee members are needed to support workshops and fly-ins. There will be some face-to-face meetings where travel is required. Expenses are refundable by RAANZ.

RAANZ cannot efficiently or effectively govern the organisation without the commitment of a dedicated team of willing participants. Our CAA Part 149 obligations are well covered with the 'appointed' team of experienced office holders meeting compliance objectives, but they need your support!



This year, there are **five vacancies!** We need nominations from the membership to fill these positions! The Executive cannot function appropriately with these positions being vacant. We need willing and capable people to join the team.

Get **your nomination** form completed, signed and to Stuart as early as possible please.

Notes from Admin

Stuart Parker

Fly-in payments

- When you send your registration form to the guys at Ashburton, don't forget to also send your payment to us at RAANZ!
- Our bank account is on the [registration form](#).
- Make sure you include your name and 'fly-in' as reference, so we know **who** is paying for **what**.

Website and Training Manual/Exam system

- Our website and Moodle LMS are hosted on a VPS (Virtual Private Server) in a Canadian data centre.
- Access has become increasingly unreliable, with periods (mostly in our afternoons) when it is not accessible to members and Instructors.
- We understand how frustrating that is to pilots and instructors who front up for an exam and find their time and travel is wasted.
- We are working with the ISP to determine what is causing the problem and how to fix it.
- Meantime we are also looking at other options so we can provide a reliable and accessible service to our members.
- ...and we understand the urgency to get this fixed.

Website events page

- The [Events page](#) on our website is up and running.
- Clicking on the **Events** link on a page header takes you to an events calendar with brief info on scheduled events.
- Click on the event entry to go to a detailed page for that event.
- If you have an event planned and want it listed- let us know.

AGM 2025

- We will hold our AGM as part of the Ashburton national fly-in.
- The aim is to keep it short and to the point- do what needs to be done, then on with the fly-in.
- Links to reports and AGM forms will be posted on the website [Members page](#) ahead of the AGM.
- There is more comment on the AGM and nominations for Exec membership elsewhere in this publication- we are now a big (one of the bigger) NZ aviation group and need quality experienced people on the exec to guide the organisation.
- The 'rag and tube' days aren't over, but we are a much wider and diverse group of pilots and planes now.

Cheers,

Stuart (RAANZ Admin)



Historical Machines TV

**Extra 20% OFF
Special Offer For
RecWings Readers**

A streaming video service featuring aircraft, vintage cars, military vehicles, steam, motorsport, history and more...
...for less than the cost of a cup of coffee per month.

www.historicalmachines.tv/pages/recwings

The advertisement includes a QR code and a collage of images at the bottom showing various historical vehicles and aircraft.



Promoting Our Sport

Simon Paterson

For us aviation-mad folks, it's hard to contemplate why the sport doesn't promote itself in a sense. It's quite a different pastime to that which a lot of other people would indulge in day to day, week to week.

We think of operating a machine, flying above the problems of the world, getting from A to A or A to B faster without the worry of road traffic issues, plus a few of the other things which we appreciate which come with aviating and holding an aviation certificate or licence which I'll mention soon. For the non-aviator looking in, I would assume this is what they'd think is most (or all?) of the reasons we fly.

There are many other benefits to being an aviator which we are all familiar with, but which we may not talk a lot about or think of as secondary. Many or all of these can be found in other hobbies also, but some are flying specific....

Friendships - aero clubs, flying events, conferences, workshops, AGMs, service and parts suppliers are all places we can form lifelong groups of friends. Many of us reign from a different background but nothing keeps a friendship strong like sharing flying stories and knowledge.

Personal growth - think about what aviation has brought you. It teaches humility, respect for rules, personal and aircraft limitations, the ability to add margin to anything of importance such as fuel planning but in timekeeping within your personal life, perspective, acceptance that failure is an opportunity to acknowledge, accept and learn. This list would go on and may be different to everyone.

Appreciation - I alluded to this in my last Rec Pilot article but how lucky are we to be able to fly? The act of aviating itself and its associated benefits amount to a great deal of appreciation at least in my book. The hobby which supports our own satisfaction is supported also by Aeroclubs, our peers and our

families, our IA's and LAMEs, RAANZ, CAA and many more.

Pride - something which gives me as much pride as a good day's flying is actually a day's flying which didn't go to plan but was handled appropriately with safety at the forefront of my decision making. For example, a divert on a cross country and ending up somewhere I had not intended but was a part of the backup plan. There should be pride in kicking your feet up at the end of such a day and knowing you didn't give yourself a fright (or worse), and you may fly again tomorrow. Additionally, there is pride in recognising and accepting you are human, you make mistakes and can fix them and learn from the experience.

To round this up, how is it we talk to our non-flying peers about what we do? Do you talk of the roll rate in your plane, its fuel endurance, the power to weight ratio, or do you go one further and talk about what flying brings to your life? The sport is worthy of promotion and can greatly benefit a person in my opinion.

Safe flying

Simon Paterson

RAANZ Vice President

Aircraft Performance – Know Your Limits

We're fortunate that many of our aircraft have a high power-to-weight ratio, which generally provides excellent performance.

However, it's essential to have a **clear, practical understanding** of what your aircraft can actually do—**especially when conditions change**.

Especially also with Summer approaching and we start dusting off things to enjoy the warmer weather and longer days.

Please have a very good understanding of how your aircraft will perform under different circumstances.

Performance Affected by Conditions

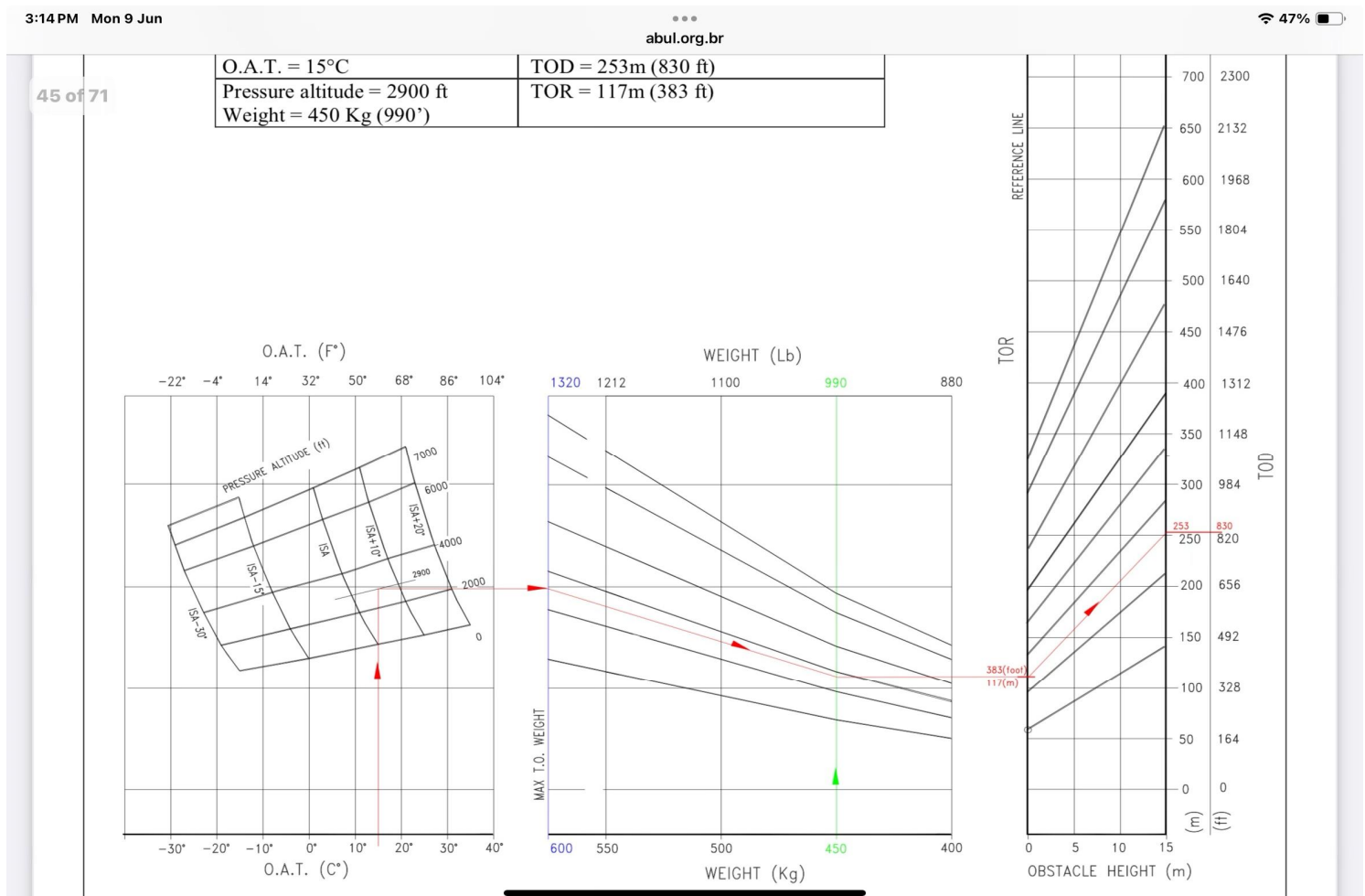
Aircraft performance is significantly affected by **temperature** and **air pressure**, both of which can reduce available power and increase take-off distance. These changes can result from:

- Seasonal and daily **weather patterns**
- Operating from **high-altitude airfields**
- **Hot and high** combinations, which are particularly demanding

Even if your aircraft performs well under standard conditions, it may struggle when density altitude increases.

Use the Supplied Data

Most aircraft in our fleet will have a **Performance Chart** provided in the Flight Manual, similar to the one below.





Pilots must be familiar with how to use this information—especially in **non-standard conditions**.

If detailed performance data is limited or unavailable, the **Koch Chart** can be a helpful tool to estimate take-off distance adjustments under **hot and high** conditions.

How to Use the Koch Chart (Example)

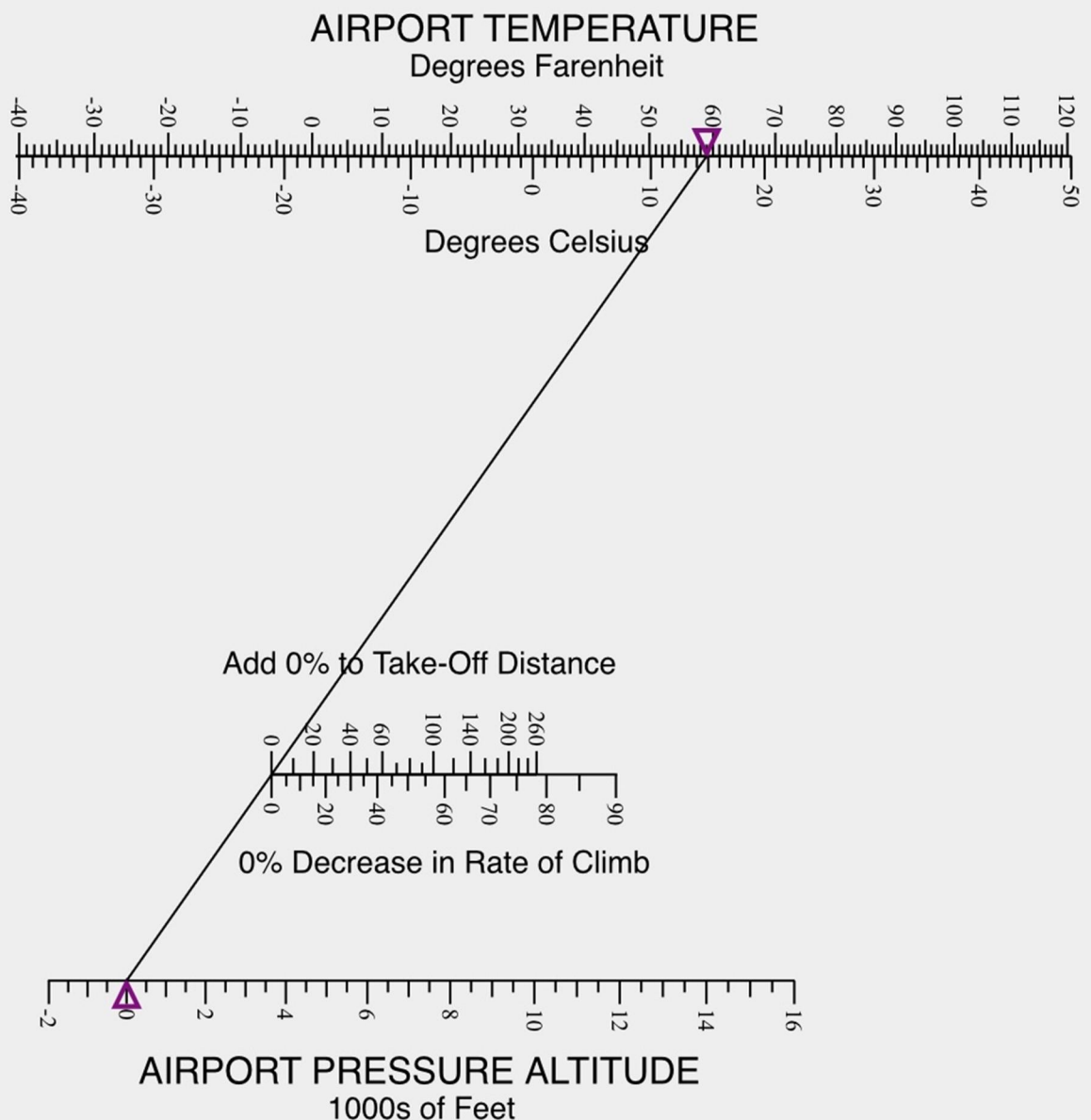
- At the top: Find the **ambient temperature**
- At the bottom: Find the **pressure altitude**

- Draw a line between the two points

For example:

- **Temperature** = 15°C
- **Pressure Altitude** = Sea Level
- The centre value = **0% increase in take-off distance** → normal conditions

As conditions change (hotter temperatures or higher elevations), the chart will show **percentage increases** in



take-off distance required. Use this to make informed go/no-go decisions.

Final Check – When in Doubt, Try It Out (Safely)

If you're ever unsure whether your aircraft can safely operate from a short or marginal runway:

- **Mark out the intended take-off distance on a larger field**
- Perform a ground run or simulated take-off roll
- **Assess performance in a safe environment**, not in the moment of commitment.

A reminder that a final part of our personal Pre Flight checklist is **R. This is for recency.**

i.e. How current are you really for what you intend to do today?

Sorry, well not sorry really, about being a stuck record on this one but the accident data is quite clear that of **lack of currency** has been a significant factor in a lot of accidents.

CMV

The Certificate and Membership Validation Form is a vital part in our audit process.

For Instructors. Please ensure that **ALL** appropriate boxes are completed.

A recent review showed that this is **not** being done in all cases 😊

For candidates. Please review the paperwork that is being submitted on your behalf and don't hesitate to speak up if there appears to be something wrong or not done. It is a big Team Game 😊

Safe Flying.

Catchup in Ashburton 7 – 9 Nov.

Regards,
Rodger Ward
RAANZ Ops



Needs YOU!

The AGM is scheduled for November 8th, 2025 at Ashburton Airfield, also on ZOOM.

This year we need several new RAANZ Executive members, capable of devoting one day each month to RAANZ business, attending RAANZ meetings and helping develop and implement policies that benefit our members.

These are active Executive roles and we need people with skills, willing to contribute and meet the deadlines.

If you are keen to make a difference, get your nomination to Stuart as early as possible please.



The High-Flying Perks of Joining the RAA NZ Committee

Vivienne Patterson

(...and why your logbook isn't the only thing worth filling)

Joining the Recreational Aircraft Association of New Zealand (RAANZ) Committee might not give you more horsepower under the cowl, but it will give you something even better: the satisfaction of helping keep New Zealand's microlight community flying high. And it turns out; there are a lot of unexpected benefits to signing up for a stint at the committee table.

1. You'll gain a new crew

It's not just about meeting other pilots—it's about joining a group of passionate people who are motivated to support all microlight pilots to remain flying. The sort of people who will happily spend three hours discussing the future of microlighting and reminisce about the people and planes of the past. These are your people. They understand why you occasionally stare into the sky mid-conversation, and they won't judge you for having a headset tan line.

2. Free "hangar talk" without needing a hangar

Being on the committee gives you a front-row seat to the latest developments in microlight flying across the country—national news, technical updates, and the ability to address issues with our national regulator.

3. The inside scoop on regulations

No one really enjoys reading regulations... except committee members. Okay, maybe "enjoy" is a stretch—but you'll know the latest rules before they surprise you in the sky. You'll also have the chance to help shape how those rules are applied, making life easier for fellow pilots.

4. It's a great excuse to fly somewhere new

Committee meetings sometimes mean travel. Which in pilot language means: "A perfect reason to log a flight to a new airfield, under the noble banner of 'official business'." Those that are leading roadshows often join together and fly to the events. There are

two national meetings with all the committee to thrash out issues and plan future activities. At the end of the day, you get to connect with your fellow committee members, share flying stories and build a New Zealand wide flying network.

5. You get to give back

Every safe flight, every well-run fly-in, every smooth licensing process—it all happens because volunteers make it happen. Being on the committee means you are part of that invisible lift that keeps our community aloft.

6. You'll collect some great stories

From weather delays to flying incidents, committee service isn't all minutes and motions - it's a source of camaraderie. A place to share stories and fond memories of those that are no longer with us. That said, it can also be a place to share grief when learning of fatal accidents. One of the key roles of the committee is to support those that have experienced unfortunate incidents. A huge focus of the committee is to ensure every pilot flying is doing so safely. To that end, the committee has had the goal of lifting the standards of the training theory for students, excellence in instructing and high-quality maintenance of aircraft.

Final approach

Being on the RAA NZ Committee won't make you rich or famous (unless your idea of fame is a polite thank-you at the AGM), but it will connect you to an extraordinary network of aviators, give you a say in the future of our sport, and leave you with the warm feeling that you're helping keep the joy of flight alive for everyone.

So, if someone taps you on the shoulder and asks if you'll join—say yes to the opportunity to give back, to learn, to make a difference and of course - make new friends.

Membership Changes

Name	Club	Type	Change
Leon Jordaan	Associate	Restricted Certificate (RMPC)	Upgrade
Michael Noad	Associate	Novice Certificate (NMPC)	Upgrade
Glenn McIntosh	Gyrates Flying Club	Full Certificate (FMPC)	Upgrade
Ross Bailey	Feilding Flying Club	Novice Certificate (NMPC)	FRTD
Nathan Raj	Wairarapa Aero Club	Novice Certificate (NMPC)	Upgrade
Leslie Marinkovich	Dargaville Aero Club	Novice Certificate (NMPC)	Joined
Samit Desai	Associate	Novice Certificate (NMPC)	Joined
Mark Robert Johnston	Gore Aero Club	Novice Certificate (NMPC)	Upgrade
Timothy Hood	Whangarei Flying Club	Novice Certificate (NMPC)	Upgrade
Gerard Coulson	Canterbury Recreational Aircraft Club	Novice Certificate (NMPC)	Joined
Phillip Bolton	Associate	Novice Certificate (NMPC)	Upgrade
Philip Patrick Coughlan	Canterbury Recreational Aircraft Club	Novice Certificate (NMPC)	FRTD
Robert Scott Freeman	Feilding Flying Club	Novice Certificate (NMPC)	Upgrade
Michael Russell	Associate	Novice Certificate (NMPC)	Upgrade
Heather Kerr	Associate	Novice Certificate (NMPC)	FRTD
Michael John van Bennekom	Associate	Novice Certificate (NMPC)	Joined
Brian Francis Warren	Canterbury Recreational Aircraft Club	Novice Certificate (NMPC)	Joined
Mark Bruce Watson	Associate	Full Certificate (FMPC)	Upgrade
William Irvine	Associate	Novice Certificate (NMPC)	FRTD
Ben Duncan	Associate	Novice Certificate (NMPC)	FRTD
Steven Alexander Gunn	Associate	Novice Certificate (NMPC)	Joined
Francisca Ellery	Associate	Novice Certificate (NMPC)	FRTD
Luke Henry Ruddenklau	Canterbury Recreational Aircraft Club	Novice Certificate (NMPC)	FRTD
Heinrich Oberholzer	Canterbury Recreational Aircraft Club	Novice Certificate (NMPC)	FRTD
Donald Charles Leach	Canterbury Recreational Aircraft Club	Full Certificate (FMPC)	Joined
Christopher Roy Betts	Stratford Sport Fliers Club	Novice Certificate (NMPC)	Joined
Richard Robert Rayne	Associate	Novice Certificate (NMPC)	Joined
Ben Innes	Geraldine Flying Group	Novice Certificate (NMPC)	Joined
Joshua Nigel Kosmala-George	Whangarei Flying Club	Novice Certificate (NMPC)	Joined
Nicholas Baxter Bowling	Associate	Novice Certificate (NMPC)	Joined
Raphael Anthony Davidge	Associate	Novice Certificate (NMPC)	Joined
Andrew Thomas Jackman	Associate	Novice Certificate (NMPC)	Joined
Philip Anson Lowe	Hawkes Bay and East Coast Aero Club	Novice Certificate (NMPC)	Joined
Erik Nolan Allison	Associate	Novice Certificate (NMPC)	Joined



Name	Club	Type	Change
Alan Falconer	Associate	Novice Certificate (NMPC)	Joined
Gavin Terrance Martin	Canterbury Recreational Aircraft Club	Novice Certificate (NMPC)	Joined
Justin Booth	Associate	Novice Certificate (NMPC)	Joined
Taylor John Greasley	Associate	Novice Certificate (NMPC)	Joined
Brian Erasmus	Associate	Novice Certificate (NMPC)	Joined
Lyndon Perry	Waikato Microlight Club	Novice Certificate (NMPC)	Joined
David Brunton	Associate	Novice Certificate (NMPC)	Joined
Connell Dawson Weston	Associate	Novice Certificate (NMPC)	Joined
Patrick Ernest Baker	Parakai Aviation Club	Novice Certificate (NMPC)	Joined
Amy May Jones	Canterbury Recreational Aircraft Club	Novice Certificate (NMPC)	Joined
Nicolas Henri Anfosso	Associate	Novice Certificate (NMPC)	Joined
Hamish Ward	Associate	Novice Certificate (NMPC)	Joined
Samuel Peter Monrad	Hauraki Aero Club	Novice Certificate (NMPC)	Joined
Murray Callister	Associate	Novice Certificate (NMPC)	Joined
James Deere	Associate	Novice Certificate (NMPC)	Joined
Keith Murphy	Associate	Novice Certificate (NMPC)	Joined
Ian McMullen Wright	Associate	Novice Certificate (NMPC)	Joined
Nithai Maudgil	Parakai Aviation Club	Novice Certificate (NMPC)	Joined
James Smyth	Associate	Novice Certificate (NMPC)	Joined
John David Harrison	Associate	Novice Certificate (NMPC)	Joined
Akshit Arora	Associate	Novice Certificate (NMPC)	Joined
Lucas Tants	Associate	Novice Certificate (NMPC)	Joined
Dave Greenberg	Associate	Novice Certificate (NMPC)	Joined
Mark Stace	Associate	Novice Certificate (NMPC)	Joined
Robert Harper	Associate	Novice Certificate (NMPC)	Joined
Alex Johnston	Associate	Novice Certificate (NMPC)	Joined
Yash Raina	Matamata Aero Club	Novice Certificate (NMPC)	Joined
Maurice David Honey	Associate	Novice Certificate (NMPC)	Joined
Timothy Stephen Cox	Canterbury Recreational Aircraft Club	Novice Certificate (NMPC)	Joined
Douglas Mclean	Associate	Novice Certificate (NMPC)	Joined
Roger Cruickshank	Associate	Novice Certificate (NMPC)	Joined

Is Your Part 103 Aircraft Legal To Fly?

Colin Alexander

Many microlight owners and operators should be asking themselves this critical question. Remember: ignorance of the rules is no excuse. In particular, the requirement for the RAANZ On-Condition programme once your engine goes past manufacturer TBO/Calendar.

RAANZ's Educational Mission

The Recreational Aircraft Association of New Zealand (RAANZ) is committed to educating and assisting aircraft owners and operators in understanding their responsibilities under NZCAA Rule Part 103.

Member Benefits and Support

Current RAANZ members receive valuable support from our administrator, including:

- Reminders of important deadlines
- Flight review expiry notifications
- Aircraft annual inspection dates
- Flight permit revalidation schedules

Non-RAANZ members do not receive these reminders or support services for any Part 103 requirements.

Educational Outreach

RAANZ regularly travels throughout New Zealand to present educational workshops and roadshows for members, particularly:

- Flight instructors
- Inspection Authorities (IAs)

These sessions provide the most current information on Parts 103 and 149, share best practices, and help maintain uniform compliance standards across our aviation community.

The Importance of Compliance

It's always unfortunate to discover compliance gaps during an incident or accident investigation. You should fly with confidence knowing all requirements are met—otherwise, you risk:

- Compromising your insurance coverage
- Violating aviation regulations

Strong Industry Relationships

RAANZ maintains excellent working relationships with:

- The Civil Aviation Authority (CAA)
- Other aviation organisations involved in Parts 103 and 149

These partnerships enable us to deliver the best outcomes for our members and represent our aviation sector at the highest level.

Exclusive "On Condition" Programme Programme Overview

RAANZ members have access to a special Rule Exemption allowing certain aircraft to operate "On Condition." This programme, developed over two and a half years of collaboration with the regulator, is **exclusively available to current RAANZ members** and can result in significant cost savings.

Regulatory Foundation

The programme addresses requirements under:

Rule Part 103.217: "The operator of a microlight aircraft that meets a type design specified in Rule Part 103.207 must ensure that the aircraft is maintained with the designer or kit set manufacturer's maintenance requirements."

Rule Part 103.217: "The applicant provides a statement that any inspection, replacement, overhaul, or other maintenance of the microlight aircraft or its engine or engine components that is considered mandatory by the manufacturer has been complied with..."

Practical Benefits

Instead of replacing your engine at the prescribed TBO (Time Between Overhaul) or calendar life limits, RAANZ members can apply to an "On Condition"

Inspection Authority to enter the programme, potentially avoiding the expense of a new engine purchase.

Benefits for Licensed Aircraft Engineers (LAMEs)

LAMEs gain significant advantages by joining RAANZ:

- Complete documentation packages
- Flight permit revalidation stickers

LAME Requirements

- Must hold appropriate ratings for the aircraft and engine being inspected
- Cannot authorise components for the "On Condition" programme without RAANZ approval

- Must maintain current RAANZ membership

Your Aviation Network

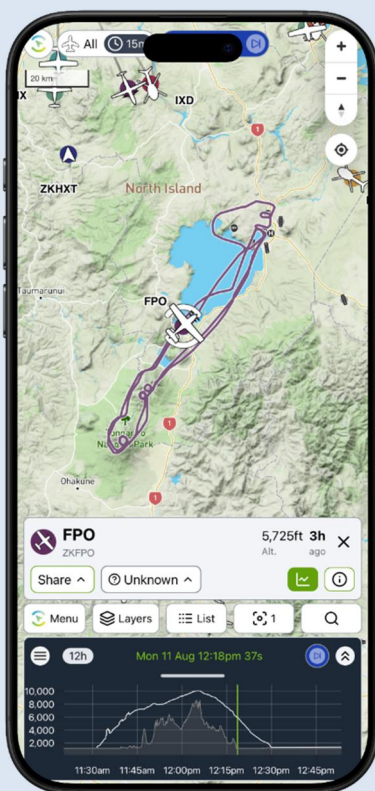
RAANZ offers comprehensive advantages for:

- Pilots
- Aircraft owners and operators
- Inspection Authorities (IAs)
- Licensed Aircraft Maintenance Engineers (LAMEs)

Ready to Join?

- Visit our website: www.raanz.org.nz
- Contact us directly: admin@raanz.org.nz

Puretrack



Here's a nifty website that many will find useful. PureTrack.io has been developed by Kiwi Tim Bromhead, for safety tracking of aircraft and pilots throughout the world, no matter what tracking system they are using.

Unlike typical ADSB websites, PureTrack combines data from many sources including: mobile phone apps, satellite trackers (InReach, SPOT or Zoleo), and dedicated cellular trackers.

If you're flying remotely PureTrack is the best way to make sure your location is shared with friends and family, with a simple share link. It's also perfect for safety tracking groups and events like Fly-ins, so you all know where the others are.

PureTrack.io supports both Android and iOS using many different apps as a tracking source. The website can be viewed on any web browser, and can be saved to your device home screen like an app. There is also an official iOS app that is a great tracking source and provides quick access to the website.

PureTrack is free to use, for everyone. PureTrack Pro is available for more advanced features including advanced maps, more track logs, groups, and more. Cost is \$49USD/year with a 14-day free trial. This is worth a look.



What's happening in the States?

EAA Advocacy Staff

MOSAIC is done. After more than a decade of work by EAA, the FAA, and numerous others, MOSAIC (Modernization of Special Airworthiness Certification) is now a final rule. The rule was announced by U.S. Secretary of Transportation Sean Duffy on Tuesday afternoon at EAA AirVenture Oshkosh 2025. A generation after the creation of the original sport pilot and light-sport aircraft (LSA) rules, today we celebrate Sport Pilot 2.0 and LSA 2.0. Ninety days from now, about three-quarters of the general aviation fleet will be accessible to sport pilots and those exercising sport pilot privileges. One year from now, new and modern aircraft will begin entering the fleet with minimal certification costs.

Building upon the foundation of the original sport pilot rule, MOSAIC greatly expands the range of aircraft that meet the LSA definition, and thus the range of aircraft available to sport pilots or those exercising sport pilot privileges. The limitation that has always hampered the usefulness of the sport pilot certificate has been the size and capabilities of the aircraft. Powered landplanes were limited, among other parameters, to 1,320 pounds' maximum take-off weight and two seats. This covered many simple postwar trainers like Cubs, Champs, and Taylorcrafts, as well as new designs from Cessna, Piper, overseas manufacturers, homebuilt kit manufacturers, and more, but that weight limitation remained a bugaboo. For many designs, it kept useful load impractically low and produced aircraft that were great "Sunday flyers." However, they were not capable and robust enough to serve in training and rental fleets and were less-than-ideal modern touring aircraft.

With MOSAIC, the weight limitation is removed. GONE! In its place is a new set of limitations; the primary limitation will now be a "clean" stall speed (V_{S1}) of 59 knots calibrated airspeed. Aircraft with up to four seats are now allowed, although sport pilots will still be limited to one passenger. Sport pilots are also now allowed to fly aircraft with controllable-pitch



propellers and retractable landing gear, with the appropriate training and endorsements.

Equally exciting to the future of aviation is the aircraft certification reform included in the rule. New aircraft are on the way! The original LSA rule proved that safe, modern aircraft could be certified with a minimum of FAA oversight by using industry consensus standards and simple forms of validation. Now, LSA 2.0 is set to deliver far more capability. For years, high certification costs have been cited as a barrier to affordable ownership of new aircraft. LSA 2.0 substantially cuts these costs for any aircraft meeting the new definition: four seats, constant-speed propellers, retractable landing gear, and fewer restrictions on powerplants (including allowing electric power). The result is a lot of room for continued innovation.

The final MOSAIC rule will be discussed in more detail in a feature story running in the September 2025 issue of *EAA Sport Aviation*. You can read the final rule via the link at EAA.org/MOSAIC.

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We can only hope the NZ CAA is open to embracing the changes our American friends now enjoy!



September 12, 2023. A Piper PA-18-150 Super Cub, tail number N109T, lifted off from a ridge-top strip near St. Mary's, Alaska. It wasn't a sightseeing run - it was a Part 135 air taxi flight, hauling hunters and moose meat out of the backcountry. At the controls was a 57-year-old commercial pilot with more than 6,700 hours. Experienced. Seasoned. Recently checked out by the FAA.

But that morning, the Super Cub was overloaded by at least 117 pounds. Strapped to the right-wing strut was a massive set of moose antlers, extending into the slipstream. Witnesses saw the Cub struggle into the air, sluggish and straining, before rolling right and disappearing behind the ridgeline.

Moments later, the aircraft impacted terrain.

Post-crash analysis told the story. The strip offered almost no margin, terrain three-quarters of a mile off the departure end. Calm winds on the ground hid turbulence and downdrafts aloft. The overweight condition and unapproved external load degraded climb performance. The NTSB found no mechanical issues. The engine was producing power. The limit was physics.



The pilot survived the initial impact, pulled from the wreckage by hunters who tried to keep him alive. But in the Alaskan wilderness, help was hours away. He succumbed to his injuries before rescue crews could arrive.

Three decisions stood out: flying overweight, carrying an unapproved external load, and launching into conditions that left no margin for error.

This accident is a stark reminder. **Margins matter. Weight matters. Terrain and turbulence demand respect. Even with skill and experience, once performance margins are erased, there's nothing left to work with.**

(Reproduced with the permission of the author. A great site to 'Follow' on the Gram!)



Terry Delore Trike

Keith Morris

I have previously written that I thought Pete James was the first to fly a microlight aircraft in New Zealand when he flew his powered Easy Riser at Te Kowhai in late 1978. However, in my further research I have come across a microlight trike that potentially flew here earlier. That trike was flown by Terry Delore around the Christchurch area in 1977 or 1978 (Terry is not sure of the date) – can anyone from back then narrow the date down?

Terry Delore was a very early hang-gliding enthusiast, and he was very good at it - so good that he flew in the inaugural World Hang Gliding Championships in Austria in 1976 and won, thus becoming the first hang gliding World Champion! In that competition Terry was flying a hang glider built by Steve Cohen of Ultralight Flight Systems in Australia and Terry was the New Zealand agent for these hang gliders.

In 1977 or 1978 Terry purchased a trike unit from Steve Cohen and bought it back to Christchurch where he attached it to a Rogallo wing hang glider. Terry said it had a 160cc Italian engine that was really not

Heading photo - shows Terry Delore getting airborne in his trike in the Cracroft area on the outskirts of Christchurch. (Photo via Terry DElore)

powerful enough, but he flew it successfully as in the heading photo.

When Terry started flying his trike it presented a problem for the then Civil Aviation Division of the Ministry of Transport as they didn't really know what to do with it. Terry has advised: "This is the trike the CAD would (not so secretly) come and watch flying as they were trying to make some rules around microlights. At that time, it was not registered and required a Certificate of Airworthiness and a Private Pilot's License to legally fly in NZ. I had neither so just flew under the radar for a few years".

Chris Payne was one of the CAD officers that was very helpful at that time, and I guess that Terry's flying would have been more visible to CAD than someone who was for example flying around their remote farm. Eventually CAD got their head around



microlights, and this led to the formation of the Microlight Aircraft Association of New Zealand (MAANZ) in 1981.

Terry Delore has gone on to have a very impressive flying career in trikes and then in gliding. Using the

Steve Cohen trike as a basis, Terry went on to design his own trikes and they were very successful from the early days of microlighting in New Zealand, with 28 being registered from 1982 into the 1990s, and an unknown number of others that were not registered.



***Left** - a photo of Delore Skytrike Mega ZK-JQC being flown at Woodbury in April 2011. This trike was acquired by Doug Anderson and was registered later than other Delore trikes, in August 2006, and may have been an unregistered example. (Dave Paull Photo)*

***Right** – Delore Trike ZK-XTC at Rangiora Airshow, 1985
Mark Greenwood photo.*





The Sky's the limit!

Ella Gare

How is it possible that you can fly an aeroplane on your own before you can drive a car on your own? That was my exact thought on June 17th, 2025, when my instructor told me it was time to go solo.

I knew that the day was coming. I had my suspicion after some comments that my instructor had previously made, small hints that today might be the day. After completing a few circuits he said, "make the next one a full stop". That's when I knew. My heart started racing, it was time. After bringing the aircraft to an idle, he turned to me with a grin, gave a few last words of advice, shook my hand and said, "Good luck."

He stepped out, closed the canopy and just like that, I was on my own.

The cockpit was silent, apart from the hum of the engine. I went through my pre-take off checks carefully, double checking everything as I went. *Windsock, Lights, Camera, Action.* The excitement grew with every second as I taxied to line up on runway 11. I was straight down the middle and pushed the throttle forward. The aircraft responded instantly, building airspeed as it moved along the runway. Before it knew it, I was airborne, and boy did

the aircraft climb. On the upwind leg of the circuit, I looked over at the empty seat and that's when reality hit me ... *My instructor's not here. I am flying this plane on my own.*

Everything came together as I made my way around the circuit. On my downwind leg, I glanced outside, the sky was clear, and the air was smooth. I made my downwind call and completed my BUMFISH checks, then started my descent. Once I touched down, the true weight of the moment settled in. I let out a breath I felt like I had been holding the whole time. I had done it, completed my first solo flight. Little did I know, that after this moment, my life would never be the same.

My instructor was there to meet me, after taxiing back to the Aero Club. He shook my hand and congratulated me. I could not wipe the smile off my face. Achieving this was a pretty special milestone but what made it even more special, was that my Grandparents had been there to watch it happen. A lot of hugs, photos and exclamations later solidified the fact that this would be a day I would never forget.



I can assure you that I was still buzzing with excitement, long after the aircraft's engine shut down that evening and for the days that followed. In fact, I think this achievement increased the pure obsession and passion that I have for flying.

Looking back now, with another 25 hours of flying on board, it is a little bit unbelievable to think that I flew solo with only about 12 hours of total flight experience. I am sure as my flight hours increase, I will look at other moments along my journey and have the same thought. I am grateful to have had the

opportunity to follow this path and participate in one of life's truly magical adventures. A huge thank you to my whole family for their immense support and enthusiasm, (as well as listening to hours of my aviation talk). To Ben Williams, at South Canterbury Aero Club, for his months of awesome training and teaching, including being shut in a cockpit with a very enthusiastic 16-year-old trainee pilot! Without you all, this wouldn't have been possible. Thank you. Next up, short field landings and take-offs.

Clipping below courtesy of Papers Past – The Christchurch Press, 9th March 1985.

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

News on the wing

In a move it is calling a world first, the "Timaru Herald" intends flying in news and advertising copy by microlight from its branch offices in Fairlie, Geraldine and Temuka.

Weather permitting the Timaru newspaper will begin its service on August 16 with the microlight touching down with the copy at 3 p.m.

The newspaper's general manager, Mr S. R. Bennett, said the idea was to get the copy as quickly as possible from the country, particularly on Fridays in preparation for the big Saturday edition.

Mr Bennett said the "Herald" considered using cars, but decided to try the microlights, which will come from the South Canterbury club, on a trial basis.

The "Herald" microlight will also be available for the public to send small parcels. Special stamps showing a Quicksilver microlight in flight will be issued to cover the \$1 charge for each article. The last time an air service in New Zealand issued stamps was 1930.

The microlight project is probably the most novel in copy delivery since the days when newspapers kept lofts on their rooftops and used carrier pigeons.

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