

# RECPILOT

Recreational Aircraft Association  
of New Zealand (Inc)

March-April-May 2026

- Accident and Incident Reporting
- RAANZ at Warbirds over Wanaka 2026
- New Format Certificates
- Pterodactyl Fun!



## WELCOME TO THE March-April-May 2026 RECIPILOT issue

Warbirds over Wanaka 2026 looms large in my future, as I write this. As Airfix say, the excitement is building!

Sad that the F-22's and RNZAF have cancelled – but it's still going to be an amazing event.

The cover photo does have a microlight reference, I'm pretty sure that's Ross Brodie at the stick - a former Rans S6 pilot (and many, many more!).

Brian Greenwood

Editor

*Cover – The Legend Aviation Harvard NZ1044 lifts off from NZRT. I sat in this aircraft as a teenager when it was in the NAC Technical Training School.  
© 2026 Brian Greenwood*

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## CEO Report Scott James

### Accident/Incident Reporting

Hopefully you know that all accidents and incidents should be reported to RAANZ. We have agreement from CAA to accept all reports, and we will pass on those as required by Part 12.

We have started to see an uptick in the number of reports coming in. Hopefully this is as a result of more people reporting, rather than an increase in the number of incidents.

These reports are used to look for trends and emerging issues. They are not used for any sort of enforcement actions. They help us determine what to cover in RecPilot, and in any future workshops etc.

Thank you to all of you have submitted a report.

### Warbirds Over Wanaka

RAANZ will be at WoW again this year, in conjunction with the NZ Aviation Federation. If you have any marketing material that you would like us to have at our booth, please get these to me asap! If you are at the show, please stop in and say hello. We will be in the SAA Hanger at the Western end of the field.

### ATO Workshop

We are planning a workshop for all of our ATOs in July. Our ATOs are a critical team who have a key responsibility in ensuring the ongoing safety of our sport.

It has been a number of years since we brought together this important group within RAANZ. This workshop is an opportunity to meet with other ATOs and ensure that all of our key people are on the same page.

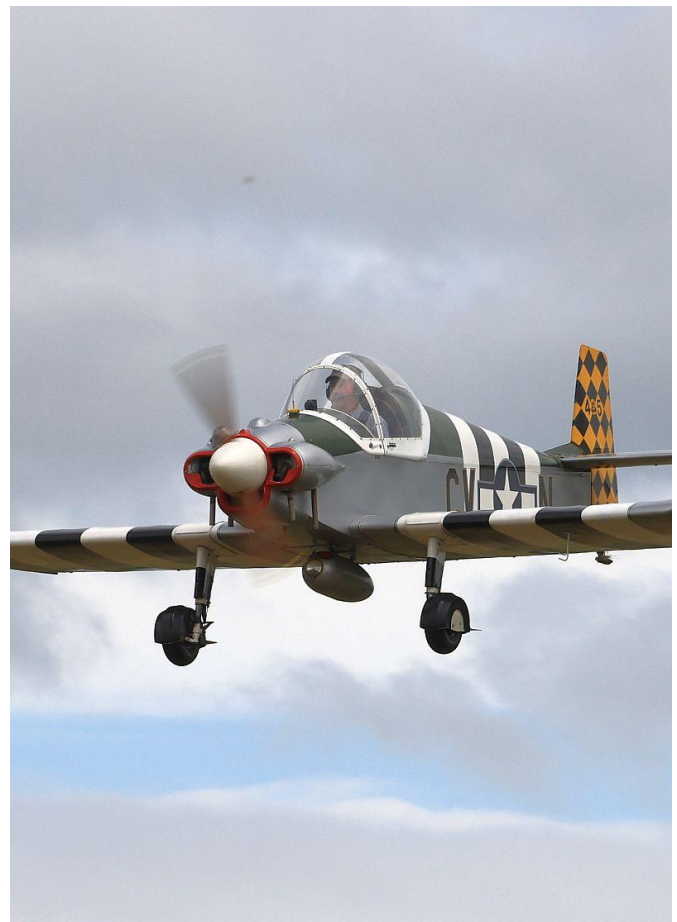
*Right – random aircraft photo – Evan Belworthy's beautiful Jodel D9UL drops into Rangiora last year.  
Brian Greenwood*

If you are an ATO who has not yet responded, please do so.

### Workshops

We have completed workshops around the country and it was great to see and meet so many of our members. The turnout at nearly all of the workshops was outstanding, and apologies to the North Auckland team where we completely underestimated numbers (and seats!).

The feedback was positive, but if you have any ideas for future workshops, topics to cover etc., please let us know.



## Notes from Admin Stuart Parker

### New format certificates.

As each AFR/BFR CMV form is received we will issue a new format card. Meantime your current card is still valid as long as membership/BFR/medical are current.



### Unmatched payments

Two payments received that I can't match with members on our database. If that is you, let me know (admin@raanz.org.nz)

2 Mar 2026  
IDEAL APP TEC  
996555405740 ...  
[More details](#)

16 Mar 2026  
PIONEER 300 LIM  
INV-0420 ...  
[More details](#)

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## RAANZ Operations

### Rodger Ward

Recent Reports have highlighted a couple of issues.

#### Fuel Usage

One of the most useless things in aviation is air in the fuel tank. When the fuel is completely replaced by air a not too surprising event occurs. Yep, the noise stops and we are now in a Glider. We do a lot of training to cater for an engine stoppage but obviously a far better strategy is to prevent the event occurring in the first place.



#### i.e. Fuel Management.

There are numerous means for determining how much fuel is on board but the most reliable is to use a dipstick to ascertain what is actually in the tank.

The use of sight gauges is also quite reliable provided the gauge has been accurately calibrated. This is actually an airworthiness check requirement for new aircraft and a very good idea after any modification that may alter how the aircraft sits on the ground i.e. big wheels etc. It also requires the aircraft to be in the same attitude as when the gauges were calibrated. Any change in attitude, either laterally or longitudinally, due to sloping ground, can have a significant effect on the accuracy of the reading. When a reading is taken with the aircraft not in the calibrated attitude then a second check must be made. e.g. How much fuel went in during the last refill and what has the aircraft done since then.

You must know the very conservative fuel usage for your aircraft.

A very conservative fuel reserve must be maintained



#### Task Fixation / Get home itis

During our recent Roadshows we have emphasised the fact that

- We are Recreational Aviators and not on a War Footing.
- Take-offs are optional but landings are not.

To ensure safe flight we must continuously acquire, update and maintain SA i.e. Situational Awareness

To achieve SA we need to

- Gather Information.
- Understand the Information i.e. what is happening now?
- Use that Information to establish what may happen in the near future so we can plan ahead.

The accident files are full of events where the pilot has been so fixated on the Task in hand that incoming information indicating the plan is not working has been completely overlooked.

It may be something as simple as a perceived rush to get airborne ahead of a line of arriving traffic resulting in a critical Take-off check being omitted. We are in no rush.

The gathering, understanding and projecting ahead of information does not stop. If it does stop we can become poorly placed very quickly. SA must be maintained and updated.

Being fixated on one task can very quickly destroy SA resulting in adverse results.

## Membership Changes

Name	Club	Type	Change
Brian Darren Stanley	Associate	FMPC	Upgrade
Edwin Atchley Dowden	Gore Aero Club	FMPC	Upgrade
Gerard Coulson	Canterbury Recreational Aircraft Club	FMPC	---
John-Paul Ryan	Fiordland Aero Club	FMPC	---
Savan Chamroeun Ly	Associate	NMPC	---
Regan Warrick Kemp	Associate	NMPC	---
Stephen Raymond Bow	Dargaville Aero Club	FMPC	---
Julian MacDonald Elder	Waikato Microlight Club	FMPC	---
Caleb Tehoaki	Hauraki Aero Club	NMPC	Joined
Logan Hamilton	Associate	NMPC	Joined
Patrick Ernest Baker	Parakai Aviation Club	NMPC	---
John David Harrison	Associate	FMPC	---
Charles Leitch	Canterbury Recreational Aircraft Club	NMPC	---
Denvir Collins	Associate	NMPC	Joined
Mark Stace	Nelson Microlight Club	FMPC	AFR/BFR
Arjen Visser	Associate	NMPC	Joined
Grant Johnson	Hawkes Bay and East Coast Aero Club	FMPC	Joined
Tyler Stanley	Canterbury Recreational Aircraft Club	NMPC	Joined
Paul Thompson	Canterbury Recreational Aircraft Club	NMPC	Joined
Glen Byron Lange	Associate	FMPC	Joined
Peter Day	Bay of Plenty Microlight Assn	FMPC	Joined
Colin Francis Edward	Matamata Aero Club	NMPC	Joined
Charles Alexander Gibbs	Feilding Flying Club	NMPC	Joined
Thomas Marquart	Wairarapa Aero Club	FMPC	Joined
Doni Prastiyou	Matamata Aero Club	NMPC	Joined
Matthew Betts	Stratford Sport Fliers Club	NMPC	Joined
Glenn Hannah	Bay of Islands Aero Club	NMPC	Joined
Michael Coleman	Associate	NMPC	Joined
David Alford	Canterbury Recreational Aircraft Club	NMPC	Joined
Todd Birse	Associate	NMPC	IA appointment
Scott Peterson	Whangarei Flying Club	NMPC	Joined
Hamish Lyndon Noel Bruce	Geraldine Flying Group	NMPC	Joined
Ivan Alexander Gibbs	Feilding Flying Club	NMPC	Joined
Spike Mountjoy	Mercury Bay Aero Club	NMPC	Joined



Name	Club	Type	Change
Lloyd Taylor	Associate	NMPC	Joined
Moa Pangnem	Hawkes Bay and East Coast Aero Club	NMPC	Joined
Benjamin Fransham	Associate	NMPC	Joined
William Livett	Associate	NMPC	Joined
Isaiah Johnston	Associate	NMPC	Joined
Bruce Forlong	Marlborough Aero Club	NMPC	Joined
Victor Dempsey	Rodney Aeroclub	NMPC	Joined
Cameron Wine	Associate	NMPC	Joined
Xitlalli Zaydee Guzman Becerra	Fiordland Aero Club	NMPC	Joined
Neil Fuller	Auckland Recreational Flying Club	NMPC	Joined
Harry Turner	Gyrate Flying Club	NMPC	Joined
Andrzej Cwirzen	Canterbury Recreational Aircraft Club	FMPC	Upgrade
Kenneth Hunter	Associate	NMPC	Joined
Sunny Agaskar	Associate	NMPC	Joined
Teancum Kumar	Canterbury Recreational Aircraft Club	FMPC	Joined

## Vale Max Dixon

Max passed away on the 17 March and his funeral was held on the 24 March 2026.

Max was a RAANZ ATO/Senior Instructor and a much valued member of the Hawkes Bay Microlight Aircraft Club.

Max was a very experienced aviator and had held positions of CFI with the Hawkes Bay and East Coast Aero Club and the Auckland Aero Club. He had also worked for the CAA in Auckland.

Max will be remembered for his friendly down to earth manner and his wealth of aviation experience which he was always willing to pass on to others.

We send condolences to his wife Sue and family.

Ken McKee



## Early Microlighting in New Zealand – Pterodactyl Fun

Keith Morris

Previously I have tried to chronicle early microlight flying in New Zealand prior to and up to the formation of the Microlight Aircraft Association of New Zealand (MAANZ) in 1981.

After the formation of MAANZ microlight aircraft were required to be registered and most of them were (those that weren't are another story). I think the first microlight to be registered here was Murray Hagen's Pterodactyl Ascender ZK-ESS which was registered on 11 December 1981. Murray had been flying this aircraft for several years and it started out as a Pledge without the canard wing.

In researching Pterodactyl microlights of New Zealand and talking to some of their early pilots, one thing that came across was how much FUN they had flying back in those days. So, here are some photos.

*Heading photo - Jim Barnett flying to Opotiki for a fly-in with another microlight off to starboard. This is well before GoPros were even thought of and Jim told me he mounted his ordinary camera on the wing and took the photo by squeezing a hand held bulb which set off the shutter*

*Below, On Blue Cliff Beach in Southland for toheroas (when you were allowed to gather them). Photo from Jim Barnett*





*Left - Pete James had an Ascender fitted with a special cage to keep a towrope clear of the propeller and he towed hang gliders aloft, here from Waitohi (photo from Murray Hagen).*

*Right – Early microlighters were never short of an audience!*



*Left – You could just go flying and drop into a local paddock.*



*Evan Gardiner and Ann Tomson flying down Ninety Mile Beach during shooting of a North Cape to Bluff film with Peter Hillary that never saw the light of day, only lasting until around Kerikeri.*



*Above, A bit of early morning fun at a Waitohi flyin with a Hovey Delta Bird (more on these later).*

*There are many more stories and I am not quite sure how to do them justice.*

From the Microlight Archive  
Russell Brodie

RAANZ President Russell Brodie dug these brochures out of his library, what a great walk down memory lane!



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- Landing roll (ground run on grass): 40-100 ft.
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- Power loading at gross: 13.5 lbs/hp
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- Propeller (fixed pitch, diameter): 58" x 27" pitch
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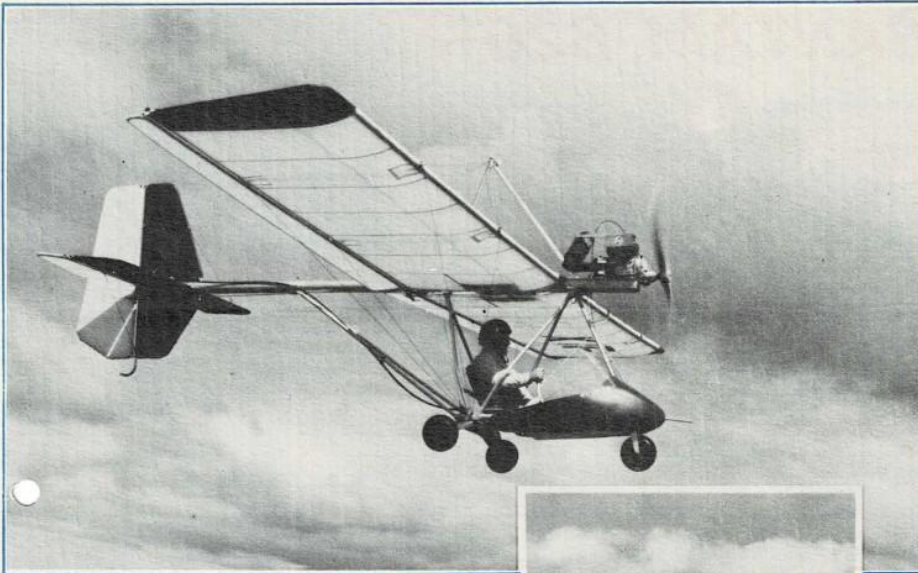
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The all alloy two-spar wing has full span ailerons providing excellent control throughout the entire speed range and rapid positive control in rough air conditions. The tapered double surface wing utilises a slip-on, lace-up dacron airfoil allowing for easy inspection, repair or replacement.

### CONTROLS

A conventional three axis control layout is incorporated in Bantams construction, the side mounted control stick require light inputs. Control cables are internally routed within the airframe creating less drag and minimising the likelihood of damage by contact with external sources.

### UNDERCARRIAGE

The unique one-piece fibre-glass main undercarriage is rugged, light weight and maintenance free. A steerable nose wheel makes the Bantam particularly suitable for operation from narrow and confined airfields.

### PILOT COMFORT

A streamlined fibre-glass pilot pod with generous wind shield area offer excellent pilot protection from the slipstream without compromising speed, visibility or pilot access.

### POWER PLANT

Bantam is powered by the world proven Rotax engine. A two-cycle, twin cylinder engine developing 40 H.P. the 447 Model features an intergrated gearbox. The propeller is a New Zealand made Perry of 62" diameter by 36" pitch.

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## B20

28.5 ft .....	8.68 m
142 sq.ft .....	13.19 sq.m
3.87 lb/sq.ft .....	18.95 kg/sq.m
17 ft .....	5.18 m
8.2 ft .....	2.48 m
250 lbs .....	114 kg
299 lbs .....	136 kg
550 lbs .....	250 kg
3.78 gals .....	17 litres
.....	2 hours
.....	+ 5g-3g



### POWER PLANT

Two cycle, twin cylinder Rotax 447 with integrated reduction drive gearbox  
 Power Output ..... 40 HP at 6500 RPM  
 Fuel Consumption ..... at 50% power 8 LPH  
 ..... at 75% power 10 LPH  
 ..... at 90% power 12 LPH  
 Propeller ..... Perry Microprop 62" dia x 36" pitch

### PERFORMANCE

Take Off Distance, still air conditions ..... 35 Metres  
 Landing Distance ..... 50 Metres  
 Rate of Climb.Sustained ..... 800 FPM  
 Cruise Speed at 50% power ..... 50 MPH  
 ..... at 75% power ..... 54 MPH  
 ..... at 90% power ..... 58 MPH  
 Stall Speed Power On ..... 20 MPH  
 Power Off ..... 23 MPH



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## On the way to Warbirds over Wanaka

Brian Greenwood

A bunch of aircraft over-nighted at NZRT on Saturday 28<sup>th</sup> of March, on their way to Warbirds over Wanaka. Amongst them were the Legend Aviation fleet (or part thereof) including two Tiger Moths, the Chipmunk, Fox Moth, and the Harvard.

Sunday morning was foggy with low cloud, frustrating their departure until later in the day. The silver lining was that we got to have a better look around these lovely planes, and a chat with the pilots.



**For Sale**



## **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.

\$12,000 or near offer. so Make Me an Offer! Please call me to discuss on 021 157 9616 - Keith Morris

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