



Mercury Bay Flyer

Aug 2025

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Flying Activity: My 4-year-old neighbour, Carter, managed to have

his first flight in a light aircraft on a sunny, windless day in July. He had hailed me from his upstairs deck as I had Bridget Mackereth disembarking from the Pelican, after her 94th birthday flight. A very enthusiastic aeroplane boy.



Dan Mulligan was out washing his helicopter and engine compressor washing when I passed by. He had had a busy week with DoC shooters chasing goats in the back blocks of the Coromandel ranges.



Nicolas Mosen 17yrs, soloed in beautiful weather at Whitianga on Thursday 24 July, solo in 8.9hrs. Congratulations Nic



TUESDAY, JULY 23, 2025

EAA AIRVENTURE Today



MOSAIC Is
DONE
Read the
article from
EAA
AIRVENTURE
to the right.

EAA.ORG/AIRVENTURE

THE OFFICIAL NEWSPAPER OF EAA AIRVENTURE OSHKOSH



TOP STORY

MOSAIC IS DONE! Welcome to Sport Pilot 2.0

BY 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 a 1,320-pounds maximum takeoff 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_{SI}) 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 minimum 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). For LSA (not to be confused with the definition of Sport Pilot eligible aircraft), the stall speed is 61 knots in landing configuration. 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.

Mercury Bay Flyer

Coro Club Cafe & Venue



021 0800 2970

Email: hello@coro.club

Coro Club Café has been going well and their market days are well attended. The local community are great supporters

CLICK to View



Wednesday to Friday 8 am – 2 pm

Weekends 9am to 2pm

Remember to phone ahead if flying in for meals

Notices from committee

President's Corner

We've had a month of some very heavy rain but the runway has held up very well. The same cannot be said for the taxiways with taxiway Delta now Notamed closed due to some very soft spots and standing water. As well, around the hangars between the concrete taxiways, the ground is very soft but work is being planned to permanently drain these areas when the ground conditions permit.

In the meantime, can members please stop driving on the grass around the hangars where possible.

With Delta closed, pilots are reminded to read the restrictions on runway use in particular with regard to back tracking and simultaneous operations.

We had a potentially serious occurrence last Monday evening, the 21st, when cows were released from an adjacent farm paddock onto the airfield. The farmer insists that the gate was closed and evidence exists that the gate was opened deliberately, luckily the cows were rounded up prior to causing any problems. This is a very serious unexplained occurrence so if anyone has a camera looking across runway 04/22 towards the farmland, can they please check recordings for the evening of Monday the 21st of July and advise of anything untoward.

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Although it is winter, there is a lot still going on around the club.

New windsocks have been fitted.

Replacement clear windows for the club room patio have been ordered and should be fitted soon.

The security fence off the Abrahamson drive entrance has been finished and the new electric powered gate ordered.

The rental house is undergoing renovations and should be ready for letting shortly. The grounds and trees have been cleared and new fencing is being fitted.

A new boundary road is in the planning stages that will go from hangar blocks E and D along the new security fence through part of the rental house's old backyard and join up with the driveway beside the Sheldon hangar.

The runway irrigation is still a work in progress and power to the pump is being investigated. There could be power made available for the new hangars at the same time.

Our club captain John Vanderwee has some exciting events coming that will be advised by email. In the meantime, he has a very successful WhatsApp group for informal spur of the moment events. If you want to be included in, or removed from this group, please contact John.

Congratulations to Nicolas Mosen who has just completed his first solo in Cessna 152 ZK-BUD. Well done, Nicolas. And well-done Dad for the instruction!

That's enough for this month....

Cheers Keith

MBAC Committee 2025/26

President	Keith Skilling	021 333 767	
Vice President	Evan Wheeler	021 924 807	hangar requests
Secretary	Mike Norton	021 667 866	
Treasurer	Bruce Turner	021 388 343 Casual Hangar requests
Club Captain	John Vanderwee	021 185 2409	



Ordinary Executive Members – Alan Coubray, Graeme Spurdle, Steve Chilcott, Damon Barakat

Next Executive Meeting - Friday 15 August 25 at 0930hrs

Daylight saving is now only two months away! Clocks go forward Sunday 28 September 2025

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Mercury Bay Aero Club Inc.

HOME OUR CLUB AIRFIELD AIRCRAFT TRAINING DOCUMENTS & NEWS PAY LANDING FEE CONTACT

ZK-JRV DOCUMENTS, NEWS & NOTICES

[Whitianga Aerodrome](#) is now on Facebook so check out the recent happenings... and future events!



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Gallagher Insurance – www.ajg.co.nz or bill.beard@ajg.co.nz

Hart & Associates Ltd – Chartered Accounts – www.hartal.co.nz

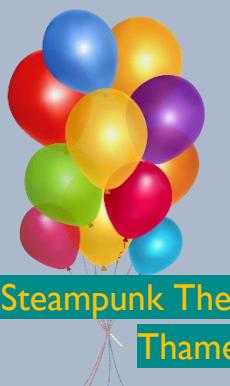
New Members

New members are waiting for the rains to stop so that they can fly out to see the wonderful Mercury Bay and sign up.



Flying Events
21-27 2025

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Steampunk The
Thames



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6 November 2025 - 9 November 2025

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How poor radio work plays a part

Poor communication was a factor in one in every four accidents. Of these, failing to make appropriate radio calls was the most common finding (for instance, not broadcasting intentions to enter a circuit).

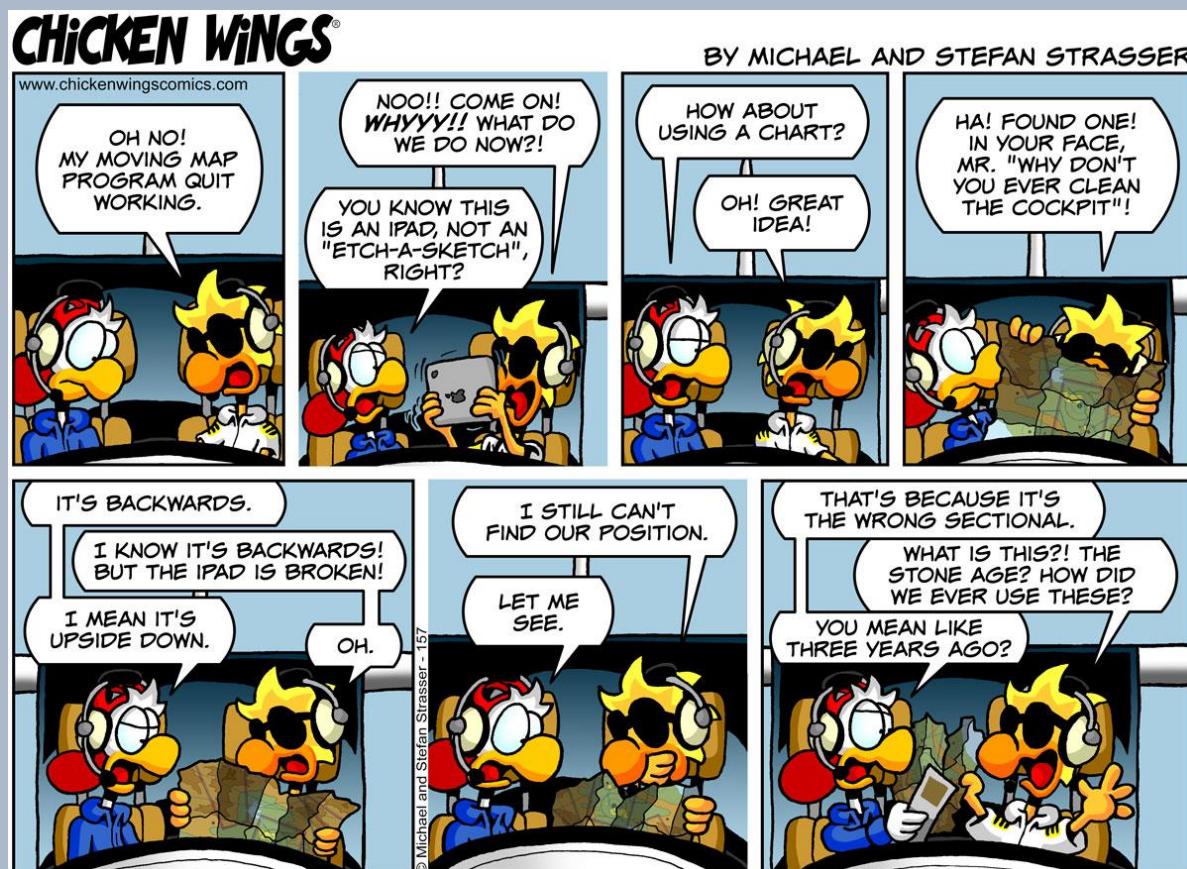
Broadcasting on the wrong frequency was also a recurring factor, as was failing to hear and interpret radio calls, and failing to monitor radio frequencies.

"It seems obvious, but my recommendation, based on this research, is to use the radio so everyone else knows exactly where you are. And then listen properly to other radio calls, so you know where they are," says Isaac.



The NEW RAANZ website is now active so click here <https://raanz.org.nz/wp>

Click here for the latest interesting RAANZ RECPilot mag



Happy Winter Season



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Mercury Bay Model Club

Wayne Lester's latest projects were on display at the Whitianga Model Show at the Town Hall in July. Unfortunately due to forecast rainy weather Tauranga and a couple of other groups did not arrive so the show was much smaller than last year.



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Ken & Trish Gibson had a very interactive railway set that was drawing the public in to see their team effort at trains and buildings on their elaborately laid out setting.



Steve Williams is just back from the tropical island life in Fiji and has volunteered to drive the tractor to keep the airpark navigable with grass areas being trimmed. He thinks its still summer here in Whiti Citi but that's great as he must be going flat-out since he arrived in Whitianga



around the 'drome this month also.



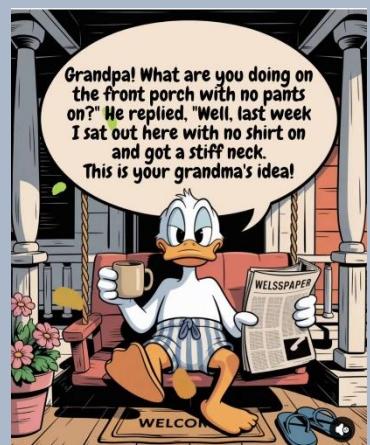
This smoke to the north of the aerodrome certainly caught everyone's attention recently in clear blue sky and light winds. A controlled forestry burn off. Check the bird life



Stop Press

New Headgear and shirts now available from Bruce Turner 027-388-343

Shirts \$38 Polo & Caps \$20



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Miscellaneous Section



Winter Wood supplies....6 x 4 trailer chopped firewood \$66 Pickup Coroglen

Phone Ben 027 263 9410 or Julie 027 655 1943



A good video of the early years of Ag Flying in New Zealand and a recently released book in the photo to the right.

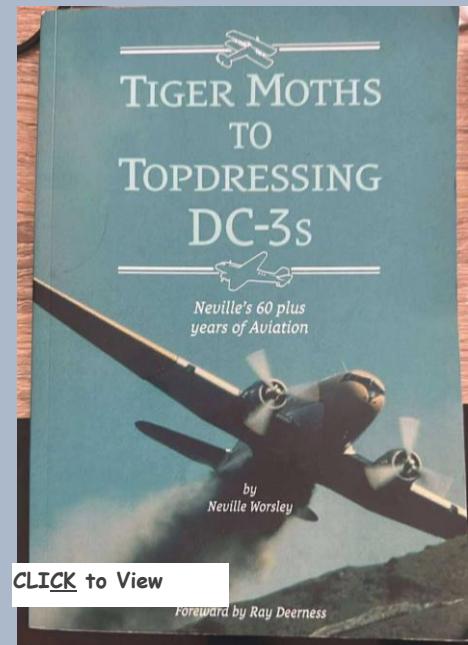


Graeme Wilton has hangar T Hangar C5 for rent at

Whitianga Aerodrome.

Big enough for a C182 or similar so contact Graeme Wilton

029 419 2371



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Thames Battle of Britain Commemorations

BATTLE OF BRITAIN UPDATE;

Commemorations this year will be held at the Thames Airfield Sunday 14th September 2025 starting at 11:00am. The event will include the unveiling of the 2.3m bronze statue of Sir Keith and the inauguration of the completed Memorial, and is open to the public.

VIPs this year include: Minister of Defence, Hon Judith Collins; RNZAF Chief of Air Force, Air Vice-Marshal Darryn Webb; RNZAF Base Commander, Auckland, Group Captain Brett Clayton; several other RNZAF Officers; UK Defence Advisor to New Zealand; Anglican Bishop of Auckland, Rt Rev'd Ross Bay; Hon Scott Simpson, MP for Thames-Coromandel; Mayor Len Salt, TCDC. Others may yet confirm acceptance.

Invitations will also be sent to all donors, those who have provided goods and services and those who have provided support in various ways through the project. Unveiling of the 2.3 m bronze statue of Sir Keith Park and inauguration of the completed memorial

All MBAC members invited

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SIR KEITH PARK BRONZE STATUE - UPDATE:

The statue of ACM Sir Keith Park, which will complete the Memorial in his honour at the Thames Airfield, has been on temporary display at the Officers'/Northern Club in the Auckland (March – late-May), then at the Vero Centre (late May – early August).

Whilst this has exposed ACM Sir Keith Park and his legacy to many, it has not had a great impact on inflating the project coffers!

On Tuesday 5th August, the statue will be uplifted from the Vero Centre and transported by Kiwitrans to Thames the next day. Then follows a few weeks of preparation before the statue is installed with the Hurricane Fighter to complete the Memorial to Sir Keith.

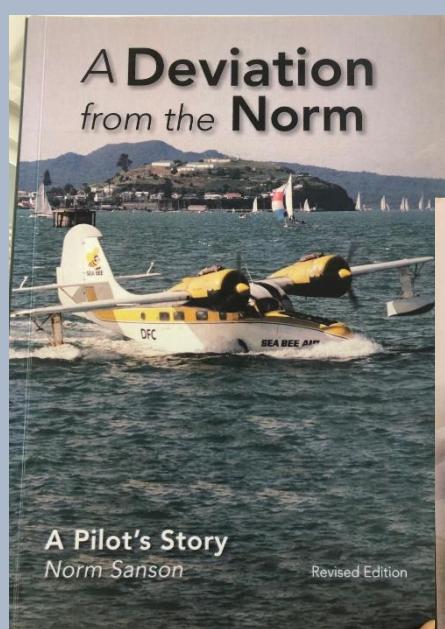
The target finish date for the completion of the Memorial is a week in advance of the Battle of Britain Commemorations (see below).

MEMORIAL PRECINCT WORKS;

As well as working to complete the Memorial, a number of lesser projects are being progressed so as to present the Memorial precinct and the Hauraki Aero Club in the best light.

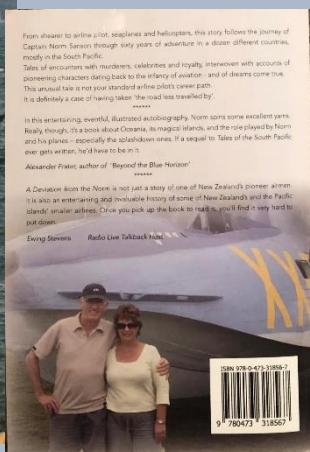
Around the Memorial we now have a concrete mowing strip under the fence. This will soon be complemented by a concrete kerbing strip demarcating the boundary between the grassed Memorial area and the car park (this courtesy of funding by TCDC).

Fences will be cleaned and painted in the next few weeks, gardens replanted in the HAC Courtyard, information posters cleaned and updated, and a floodlight for the completed Memorial installed. TCDC has also agreed to do their share with adjacent lawns, roadways and the car park, so as to have these presented in the best way possible.



Winter weather can still be enjoyed even if the weather keeps us grounded and here is a really good book to keep you reading

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Another New Savannah takes to the sky in Masterton for test flying readying for the Southern Adventure 26



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Mercury Bay Student Aviation Trust

RV12 Project Log



Date	Hours	No. of students	Job reference
23 rd July 2025	12:30-17:00	8	Wheel Fairings, Mid Fuselage Section, Wing Construction, Heater Flap



Starting on the Wheel Fairings

Liam and Reuben have started the day with the job of working on the wheel fairings, the job, preparing the inboard wheel fairing. This required some cleaning the edges up with a file and attaching nut plates. There are four of these components required for the main landing gear.

Mid Fuselage Section

Sam is working with Graham to continue the task of fitting the skin to the outside of the mid fuselage section. This involved drilling the longeron to match the side skin. Making sure that the as each hole was drilled, it was then filled with a deco. Once all the holes were drilled, Sam then made sure that the mid fuselage section was all cleaned out or swarf.

Wing Construction

Toby, Isalah are working with Douglas out the front to completely close in the wing, once finished, they then focussed their attention to bending the tabs on the skin that closes in the end of the wing. This task requires the angles to be bent perfectly with a custom-made wooden tool. The angle that each tab needs to be is written on it. One person bends, the other checks the angle. Le Sueur and Dan have started work on the navigation light for the wing, the main task was sorting out the wiring and fitting terminals to the wires so they can be pushed into a plug.

Heater Vents

Cameron has been working with Jim to find, then attach the vents that fit to the aircrafts firewall that will allow warm air into the cockpit. The most difficult part of this task was finding the paper bag on the shelf that stored the parts.



More Next Week!



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Mercury Bay Student Aviation Trust RV12 Project Log

