



JOR doing a beautiful job of flaring

The New Year has begun with some fine flying weather, sandwiched between periods of hot, dry winds. North Canterbury has turned into a parched brown landscape as the long dry period begins to bite. This climate seems to suit some organisms more than others, there has been a large increase in the numbers of Zenair CH-701's on the field recently. There's a report on some of these remarkable machines later in the newsletter.

We've been asked to remind members about the CAA rules of accident and incident reporting, just as a refresher. The following is shamelessly lifted from the CAA web site at:

https://www.caa.govt.nz/Accidents_and_Incidents/Defn_acc_inc.htm

What is an Accident or Incident?

The word **Occurrence** is used to mean any accident or incident.

The following definitions of Accidents and Incidents are from the Civil Aviation Act 1990:

Accident – means an occurrence that is associated with the operation of an aircraft and takes place between the time any person boards the aircraft with the intention of flight and such time as all such persons have disembarked and the engine or any propellers or rotors come to rest, being an occurrence in which —

1. a person is fatally or seriously injured as a result of —

January Happenings

- CRAC members do well at Healthy So-and-so's Bush Pilot's Champs, Chris Anderson winning two sections and a 'Most Committed!' award.
- Training hours steady as flying weather improves. RGA completes 88 hours in Dec/Jan, JOR does 50.
- Club Tecnam (RGA) passes 300 hour check. Spats removed to make and fit strengthened mounts.
- Club Breakfast well attended by about 30
- Hanger 1 build re-scheduled (see full story in Newsletter)



Hangar update

Those of you with better powers of observation may have noticed a lack of progress on the new Hangar One.

Deane has reported that the builders discovered a manufacturing error with the wall cladding which had to be corrected (new cladding made) at the factory level. The builders had to reschedule construction to fit in around their other customers and it is expected to start shortly.

All this at no additional cost to the club.

- i. being in the aircraft; or
 - ii. direct contact with any part of the aircraft, including any part that has become detached from the aircraft; or
 - iii. direct exposure to jet blast — except when the injuries are self-inflicted or inflicted by other persons, or when the injuries are to stowaways hiding outside the areas normally available to passengers and crew; or
2. the aircraft sustains damage or structural failure that —
 - i. adversely affects the structural strength, performance, or flight characteristics of the aircraft; and
 - ii. would normally require major repair or replacement of the affected component —

except engine failure or damage that is limited to the engine, its cowlings, or accessories, or damage limited to propellers, wing tips, rotors, antennas, tyres, brakes, fairings, small dents, or puncture holes in the aircraft skin; or

3. the aircraft is missing or is completely inaccessible.

Incident – means any occurrence, other than an accident, that is associated with the operation of an aircraft and affects, or could affect, the safety of operation.

CAA make reporting very easy, there's a whole raft of options available on their web site including an 0508 ACCIDENT number (presumably not for Incidents), downloadable forms, and an online form.

http://www.caa.govt.nz/Accidents_and_Incidents/accidents_and_incidents.htm

We're very lucky that our CAA is more interested in prevention than policing, disciplinary action seems very rare. Remember that they disseminate the information in broad terms to us aviators, and look for patterns that may help us. You may not be the only person who had difficulties with that particular aircraft part, airfield, or procedure.

A Swarm of 701's

Zenair CH-701's continue to breed (Buzz, Frank, Richard, and Chris all adding to the local numbers) with some of them hurrying to be ready for their CAA Inspection late next week. John McCaul's Savannah (an amazing similar aircraft to a 701!) has arrived and looks pretty swish. Frank Barker's aircraft has been appropriately registered ZK-NVY (rumours of a tail hook – a.k.a. arrestor hook – have so far proven unfounded) and Buzz got the catchy ZK-ZUB (BZZ and BUZ were already taken).



Buzz has very kindly written the following about his experiences, and supplied the photos (copyright to Buzz in this section!)



I was a bit apprehensive sending a large sum of US coin overseas to some bloke I'd only emailed and spoken to on the phone, but it all worked out in the end.

When Deano showed me the yellow Zenith CH701 N701GC on Barnstormers, a little wee photo on his iPhone, I knew straight away that this was the aeroplane for me. So started a five month process of getting the aeroplane from Moontown Airport in Gurley, Alabama to Rangiora Airfield.

After convincing the owner to sell his newly built aeroplane to some bloke in New Zealand and striking a deal, Aerocrafters of Alabama were contracted to inspect the aeroplane, dismantle in and trailer it to their operation in Gadsden Alabama. There they packed it away in a container and sent it to Savannah, Georgia where it was shipped via Panama and Auckland to SB Logistics at Christchurch Airport.

The Bufton Aircraft Removals Team uplifted the Hornet and brought her back to RT, where she has been reassembled, checked and adjusted ready for David Gill of CAA to give the newly christened ZK-ZUB the once over.



Taking the cowling off RGA – How to do it correctly

One of the Instructors has commented that some users are confusing the cowling on RGA with a hinged in the middle type, so we thought a quite reminder wouldn't go astray:

RGA has a one piece cowling that needs to be lifted off as a unit. Undo the four fasteners (two per side) and position yourself in front of the aircraft. It pays to have the prop horizontal (check switches OFF before moving, of course) and lift it off – hands through the cooling holes can work (watch for hot engines though).

Here's Gino showing us how to do it (even with the prop vertical) when the aircraft was delivered:



We need to look after our aircraft; that includes giving them the occasional wash. If you fly it, consider cleaning it occasionally – ask your friendly instructor for details

STOPPRESS

New acronym defined

BART = Bufton Aircraft Removal Team



Dave was very happy with ZUB and slapped her with a freshly minted Flight Permit, with no snags to sort. Great testament to Stew, Grant and Tony H's expertise. As ZUB only has 6 hours on the clock, she will need a few more test flights, a rating for her owner and maybe some new tyres, before she will be able to join the other members of Rangiora's 'Zen Air Force'.



Sincere thanks are due to all the members who assisted me with the whole process, especially to fellow 701 importer Uncle Frank, whose principal job was to remember to always get two of everything!



Cheers

Buzz Harvey



Trip Report – Otago Rail Trail

Due to an unfavourable weather forecast, our trip to the Hastings taildragger flyin was changed. The weather down south was becoming good, so away we went.

Mike Small and Phil Richards in KTO, Bruce Norrie in WMR, myself and Mike Godfrey in KNZ



We left in less than ideal conditions, with a light southerly blowing. I decided on a refuel stop at Ashburton as KNZ would have been pushing its range to Omarama in the headwind.

The weather cleared and was perfect through the Mckenzie and we stopped for lunch at Omarama.



We then went through to Wanaka and did a quick hangar tour. From there we went via Cromwell to Alexandra, where we were put up for the night at Nigel Forrester's bach at the airfield. Supplies we got and we had a really good bbq tea. Thanks to Nigel and Wendy for a great night and for putting us up.

I have always wanted to do the rail trail, however for those who know me, will know cycling is really not my thing. So we flew it, following as accurately as possible.

We stopped for lunch at Kokonga, which consists of two hangars on the top of a hill, in the middle of nowhere. One of the best views around.

Our intention was to go to Tairei for fuel, however we decided that by the time we did that and got gasbagging, as we do, we would have been struggling to get back to Rangiora at a reasonable hour.

So we left the rail trail at Middlemarch and went to Oamaru via McRaes



GRASS GRINCH

Thanks to all the 98% of members that willingly abide with the request to keep off the airfield grass except for hauling heavy stuff to their hangars and then sticking to the boundary fence until abreast of their hangar while not driving across runways and taxiways-. And then there is the 2%. Parking and walking is good for you and keeps the council from dreaming up other methods of barring members vehicles from the airfield grass. Latest is possibly placing bollards on both sides of the short paved access to Pat's hangar. This will be in addition to the control gate, bollards already in place, locks on all gates, etc.

ANON

pit. Very impressive from the air. After a quick refuel we went on to Rangitata Island for a coffee. Then back to Rangiora.

Central Otago is a must do, there is some spectacular scenery and the rail trail viaducts and tunnels are fascinating. The weather was perfect. We had a ball and if anyone is interested we could do this again.

Paul Godfrey

THE GRASS NEEDS MOWING

There was a time last year when the spring grass was at its growing peak and I had just a day in which to go to Wanaka to give the grass its first cut since the end of winter. There would have to be over 2 months of growth and I was embarrassed to leave it for so long. My neighbour who lives in a section looking down on our house keeps an immaculate garden so I do not want to become a 'bad holiday house owner.

So I decided to fly down for the day - better than any driving. I would go over Porters Pass, over Coleridge to the upper Rakaia and through to Mesopotamia. That is as far as my bladder can stretch, so after walk around - looking at the surrounding vista as men do, away I went, gaining height so that I could enter Bush Stream with plenty of height and then drop over the ridge into the Tekapo Basin. Flying to the west of Tekapo and Pukaki gave me wonderful views of Mt Cook and the surrounding mountains. Going further west I traversed the upper reaches of Ohau and then through the Maitland Pass, up the Ahururi River and over the range into the Dingle. Fantastic views and travelling up Hawea was breathtaking. Shortly JTB was on finals in Wanaka, a cab was called and off we went to the house to mow the lawns.. On arriving, I had found that the lawns were immaculately mown, the edges trimmed and I had nothing to do. I thought that I had to do something to justify my trip so after a bite to eat and a cup of coffee the only thing that needed to be done was to empty the dish washer.

John McCaul

Editors note: This Lavochkin La-9 was captured by your editor with his trusty Box Brownie at Warbirds over Wanaka 2010. If memory serves me correctly, it was flown by John Lamont. Given its height and location I put it forward as the prime suspect for John's mysterious lawn mower:



Jack Mehlhopt

You will have read of the tragic loss of Jack and his passenger Rendel Tikitiki on January 23rd. It is a great tragedy that the thing that Jack spent so much energy on finally took him.

Jack has been involved in aviation all his life and 'very experienced ' does not go any way far enough to describe how wise a man he was when it came to aviation. He gave and gave to all those interested in aviation. There was much written and said about Jack over the weeks following his passing so I will leave it here for others who knew him well to cover his life. The aviation world today is saddened by his loss and aviation will be greatly affected by his loss especially in South Canterbury.

The aviators at the Canterbury Recreational Aircraft Club offer our deepest sympathies to Jack's family and friends. We are thinking of them, Jack and Rendel.

Mike Sheffield

Healthy Bastards Bush Pilot Champs

Our Deane Phillip and Chris Anderson competed in the Healthy Bastards Bush Pilot STOL competitions on January 31st. In trying and sometimes tailwind conditions Chris managed to win first place in the "Short Take Off Landing Microlight category", plus "Shortest Overall Take off" and "Most Committed"! At least that's what it says in the Marlborough Express.

*These images courtesy of the New Zealand Civil Aviation blog, nzcivair.blogspot.co.nz, copyright to **Dave Paull**.*



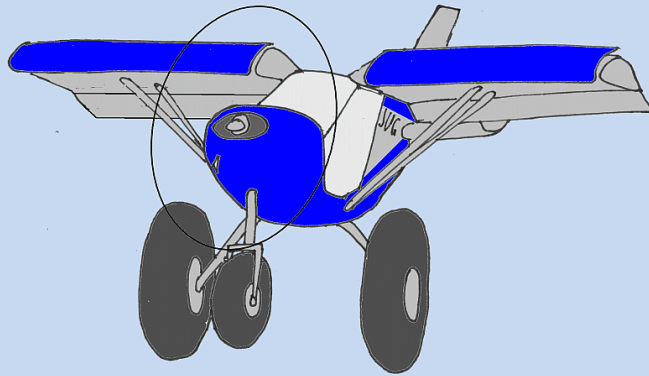
Chris in ZK-TIA, which has more horsepower and less weight than...

... the previous Champion's mount, ZK-JUG.
Dean lifting off in fine style.



ZK-SMC in happier times.

Photo courtesy of the New Zealand Civil Aviation blog, nzcivair.blogspot.co.nz, copyright to Dave Paull



A very poor artist's impression of JUG on short finals.
If he keeps drawing like this, he'll stay poor too!

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Next Newsletter

Drone flying with CAA approval

Contributions REQUESTED!

Upcoming Events

21st – 22nd February - **Club Fly away to Karamea** with a backup of Haast. Suitable for aircraft of all speeds, contact Paul Godfrey captain@crac.co.nz or 027 249 8231

7-8th March, RAANZ fly-in to **Waipukurau**. Camping, Competitions, Scavenger Hunt, Beach Landings. CRAC participation encouraged, register with RAANZ at wwoops@hotmail.co.nz

7-8th March, Nelson Gyrocopters Annual Fly-in to **Murchison**, all welcome. Flying activities Saturday and Sunday

March? Possible CRAC Fly-in to Omaka and aviation museum

April 3rd - ? Probably Woodbury fly-in

April 3rd – 6th -Easter 2015 – **Classic Fighters Omaka**

June 2015 **Brass Monkey to Haast and Karamea**

Club Captain **Paul Godfrey** will organise some local flying events that will be run with short notice (weather dependent) so keep your eye on your club e-mails

Thanks to everybody who have contributed to this newsletter

**New Members
Dec/Jan**

Welcome aboard to:

Frank Barker
Phillip Spellman
Andrew Love
Ilonka Buwala
Joel Lamborn
Kerianne Johnson
Darryl Dodd
Scott James

As always, please make the new members welcome. If I've missed anyone please let me know –additionally a couple of the new members didn't list an e-mail address, contact me at editor@crac.co.nz

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