

RECWINGS

THE MAGAZINE FOR RECREATIONAL FLYERS

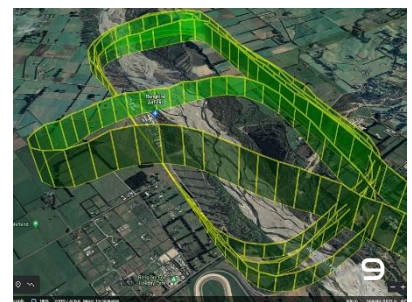


- CLUB SAVANNAH BUILD PROJECT
- CLUB SWAP MEET
- LE BONS BAY FOR LUNCH

SEPT-OCT 2022



On the topic of the Moon and aircraft,
Tie-Up Aviation's Pipistrel ZK-TGS
basks in the moonlight
© 2022 Brian Greenwood



RECWINGS

is produced by a keen group of individuals within the **Canterbury Recreational Aircraft Club**.

Contributions for the next edition are due by **November 9th**. We invite contributions from all, with editorial discretion being final.

editor@crac.co.nz

Copyright © 2022 Brian Greenwood and respective contributors. All rights reserved. This magazine or any portion thereof may not be reproduced or used in any manner whatsoever without the express written permission of the publisher.

Cover, one of the more beautiful microlight photos your editor has ever seen – Lionel Green on base for NZRT Runway 07 in Savannah ZK-RDY. Aaron Murphy took this from the Tiger Moth ZK-BAH flown by Amanda Rutland. Purists note it was roughly 45 minutes prior to ECT!

© 2022 Aaron Murphy

CONTENTS

| | |
|----------------------------------------------------|----|
| Le Bons Bay for Lunch | 3 |
| Club Savannah Build Progress Report Mike Sheffield | 6 |
| Tail Wheeling | 9 |
| Clubhouse Layout | 11 |
| The Priest and the Pilot | 12 |
| Celebrating Our Successes | 12 |
| Club Swap Meet | 13 |
| Committee Notes August-September 2022 | 14 |
| Upcoming Events | 15 |
| New Members | 15 |
| Congratulations | 15 |

LE BONS BAY FOR LUNCH

AARON MURPHY



August 12th must have been a busy day for club member **Aaron Murphy**, he submitted a set of amazing photos of club Instructor **Lionel Green's** beautiful ICP Savannah ZK-RDY. The fantastic retro colour scheme seems to be based on that worn by The Canterbury Aero Club's training aircraft in the early 1960's.

Background this page: ZK-RDY joining for NZRT runway 25

Top Right: Lunch at Le Bons Bay

Bottom Right: RDY transiting from West Melton to Rangiora

All photos this section © 2022 Aaron Murphy





Lionel flying RDY back from Rangiora to West Melton

© 2022 Aaron Murphy

CLUB SAVANNAH BUILD PROGRESS REPORT

MIKE SHEFFIELD

As you all know the club has decided to build a Savannah aircraft. The aim of this project is to give members experience in gaining hands-on skills in building an aircraft kit while learning how one goes together. The skills gained here will allow members to carry out their own maintenance in the future and save them time and money and provide enjoyment along the way.

It is also a way of building club spirit through sharing in the joy of building something together.

Members not in the Build Team are taking an interest also and this creates good discussion around the clubhouse.

The team works on Monday, Wednesday, Fridays and Saturdays under the leadership of Ray Corbett and Stu Bufton.

The team has created a workspace in the Number one Hangar and from the photos you can see there is plenty of room for a few workers.

Work has started on the tail components with progress to date being the completion of the fin, rudder, elevator and the horizontal stabilizer.

You can go into the hangar and see the completed components on the wall of the hangar.

Feel free to chat to the guys and see where they are up to.

More Next month.

Mike Sheffield



Above, Graeme Main and Chris Fraser hard at it. Below, Dave looks on with a guiding had as he has just completed his Savannah



ROTAX
AIRCRAFT ENGINES



Rotax trained & Authorised


Rangiora Light Aviation

Authorised Rotax Service and Repairs

Wayne Lindebaum offers full service and repairs on all Rotax aircraft engines, all generations and all types, along with Microlight inspections, repairs and upgrades to cover all your light flight needs.

Wayne has just returned from his bi-annual, update course for Rotax Aircraft Engines at Bert Flood's facility in Australia. This keeps him factory current



Call Wayne: 03 313 6987 or 021 214 5091
Email: rangiora.light.aviation@hotmail.co.nz
www.lightaviation.co.nz



John McClelland departing Raupo Bay for Okains Bay
in the ICP Savannah ZK-SRT, August 12th.
© 2022 Aaron Murphy



TAIL WHEELING

2 SLICES OF SWISS CHEESE WITH SOME HUMBLE PIE TO GO BRIAN GREENWOOD

The tail wheel post-solo consolidation training is going well - don't get cocky, don't get over-confident, just keep doing it! I'm keen to start taking passengers again so I need to practice. As you probably know, the only big difference between tricycle undercarriage and tail wheel aircraft is in ground handling. The higher the speed, the bigger the risk of swapping ends in a bruising kind-of-way. Which means practicing the take-off and landing roll. And that means circuits, circuits, circuits...

A few weekends ago I decided to get out of the circuit and buzz around my family's homes. I say "buzz", but the whole of North Canterbury from Christchurch through to the Ashley River is relatively well populated, so it was from a safe and legal 1200'! Unfortunately, they were all out so it was just a nice flight away from interminable circuits. On the way back, however, it was obvious that the wind had increased to an angry, gusty Nor'Wester. Oops. I was cleared solo on fine weather only!

Luckily there was only one other aircraft flying in the Rangiora circuit (Electric Air's EAL), so the rejoin was, or should have been, relatively simple. I was concerned about the landing in the gusty, slightly

cross wind conditions but I have learned to compartmentalise - plan the whole thing and then just concentrate on the task in hand. Rejoin overhead for 25. Lose height on the non-traffic side in the circuit direction. Keep an eye and ear out for traffic. Flying towards the 07 threshold, my choices were crossing over and joining downwind for 25, or doing another orbit on the non-traffic side. I could see EAL clearly, she was on the crosswind leg after taking off from 25. Plenty of space, so I crossed over the runway, and joined downwind 25.

Remember that gusty Nor-wester? I didn't - or at least I didn't allow on it. EAL turned and had it behind her, while I was still chugging in to it until I turned downwind. So the margins were reduced. EAL had to slow down and widen the circuit to give the interloper some space. That's not a near-miss by any means, but very impolite (aircraft in the circuit have right-of-way) and obviously has the potential to be dangerous. If I wanted drive a vehicle this poorly, I'd buy a Ute! Thanks to the guys in EAL for displaying good airmanship (what's the gender-neutral version - "piloting skills"? "Airpersonship"?).

Next thing - get this wee babe on the ground, safely.



Above left, my OzRunways track showing my rejoin. Obviously, the big lump to the left is my descent on the non-traffic side. Image copyright to **Google Earth**.

Above right, the “dashcam” view – EAL in the yellow circle, halfway through turning on to the crosswind leg. I thought I had plenty of space to cross and join downwind.

Forget about the past, concentrate on the present... my plan was to crab into the wind, point the nose more towards the north. Keep the approach speed a little higher to give some margins for the wind gusts, and do a wheeler - touch the mains and keep the fin and rudder up in the airflow until I was happy that I had it under control or needed to go around and try again.

It worked quite well - the approach wasn't the prettiest but I think I can, for once, honestly blame the elements! Touch down may have been fractionally fast as I still had a modicum of power on (a bit more than a smidgeon, less than a dollop). Perhaps I hadn't lost all of my excess speed - but it wasn't a major bounce and I could keep the mains on the ground and the arse in the air (so to speak). I could immediately feel the difference, with the aircraft trying to weather-cock into the wind.

The physics of touch-down are interesting - in the air, the control surfaces will rotate the aircraft around the centre of gravity. Immediately on touch-down, the aircraft will rotate around the main wheels, with the forces acting through the centre of gravity. In a tricycle undercarriage aircraft the C of G is forward of the mains which is quite stable. In a tailwheel aircraft, it's obviously behind - which means it's always trying to overtake the mains by any sneaky means possible.

Anyway, back to the landing - I know my weakness used to be over-correcting, so I concentrated on keeping it more-or-less straight and not worrying if it wasn't perfect. That phase seemed to go on forever but was probably 2 to 3 seconds at most! I felt like it was under control with the rudder without having to resort to my other two options (brakes or power) so I gently reduced the power to idle and the tail dropped, concentrating on keeping it straight with the rudder. Exit the runway and feel happy.

So that worked out well and I had the pride of not damaging my aircraft, nor my pink fleshy bits. EAL landed after me, deciding to retire for the day as well.

After fuelling and putting the aircraft away, I texted my instructor and 'fessed up. And the reply?

"All good, I was in EAL". Sometimes it pays to be honest... (100% of the time with a tiny allowance for tact.)

After a short while, it dawned on me - it was my instructor that had I barged in front of during the rejoin. Damn! Another apology, which elicited the reply "We did have to slow down a bit".

Let's face it - no one wants to exhibit poor airpersonship, under any circumstances. I made at least two mistakes - not staying close to the airfield

and keeping an eye out for the expected weather change, and not allowing for a lower ground speed during parts of my circuit rejoin. Both risks would have been super-easy to eliminate. Airpersonship meant that the outcome was a positive one. Another pilot's good eyesight and listening to know my position, and give space, and I was lucky that the conditions didn't exceed my talent on landing.

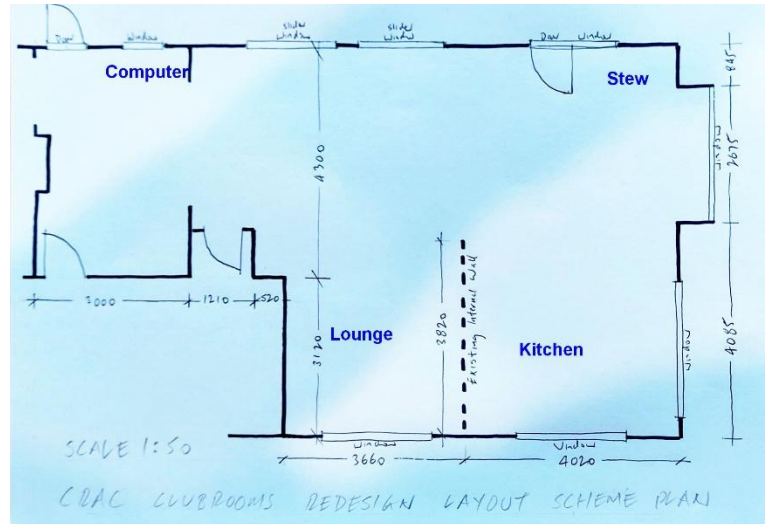
In the scheme of things, these were both relatively minor - but both had the potential to be very bad. I'm most sorry for the circuit etiquette - involving another aircraft and aircrew in my decision-making should have increased the safety margins.

Apologies made, lessons observed, and noted. I will claim "learned" when I never do it again!

CLUBHOUSE LAYOUT

As you've probably seen in the CRAC RAP the President is seeking suggestions for remodelling the interior of the clubhouse to make it more fit for purpose. Floor plan below thanks to Paul Hyde-Smith, with my annotations of the current use.

Suggestions to Doug Anderson, president@crac.co.nz



Property Brokers

Proud partner of
Farmlands
co-operative

Waimakariri 737 Downs Road, Eyrewell

5 2 2 2+



Forest field opportunity

A rare opportunity to purchase a property with access to arguably one of the best private airfields in the country. The Oamaru Stone home comprises 5 bedrooms (or 4 bedrooms + office), master w large WIR, 2nd master w full bathroom, well-appointed family bathroom, modern kitchen & 2 large living areas. Good flow to decks & sunken entertaining area. Heating is from a large Yunca Wedj & ducted heating/air-conditioning system. There is a 15mx16m hangar w office, mezzanine floor & log fire. The local West Eyreton Primary is decile 10, catering to years 1-8. There is a school bus service to West Eyreton, Oxford & Rangiora High from the South Eyre Road corner. With traditional dry summers, the mowing season is short & fees for runway maintenance are very low. The property is in close proximity of the 05/23 runway (western end). Other NZFF vectors are 10/28 & 18/36. Offers invited on or before 3rd Nov 2022.

Buyers \$1,450,000+
View By Appointment
Web pb.co.nz/RL109096

Maurice Newell
M 027 240 1718
Hamish Anderson
M 027 678 8888

THE PRIEST AND THE PILOT

A priest dies and is waiting in line at the Pearly Gates. Ahead of him is a guy who's dressed in sunglasses, a loud shirt, leather jacket, and jeans.

Saint Peter addresses this cool guy, 'Who are you, so that I may know whether or not to admit you to the Kingdom of Heaven?' The guy replies, 'I'm Jack, retired airline pilot from Houston.' Saint Peter consults his list.

He smiles and says to the pilot, 'Take this silken robe and golden staff and enter the Kingdom.' The pilot goes into Heaven with his robe and staff.

Next, it's the priest's turn. He stands erect and booms out, 'I am Father Bob, pastor of Saint Mary's for the last 43 years.' Saint Peter consults his list.

He says to the priest, 'Take this cotton robe and wooden staff and enter the Kingdom.'

'Just a minute', says the good father. 'That man was a pilot and he gets a silken robe and golden staff and I get only cotton and wood. How can this be?'

'Up here – we go by results,' says Saint Peter. 'When you preached – people slept. When he flew, people prayed.'

CELEBRATING OUR SUCCESSES



Anthony Knowles soloed on August 21st under Lionel Green's watchful eye.

Please send all photos, including the names, date, and event to editor@crac.co.nz



CLUB SWAP MEET

WORDS: BRIAN GREENWOOD

PHOTO: PAUL HYDE-SMITH

The Club hosted the first Rangiora Airfield Aviation Swap Meet and BBQ on Saturday 24th.

The idea was Wayne Genet's (in the heading photo on the left) who did a lot of the organising as well. The Committee was very keen (nothing like a committed committee) and the Social Club sub-committee worked hard to make the even a success.

Wayne's excellent idea was to run it in the afternoon, to allow the organisers and participants to fly in the morning if required – and to allow those who work Saturday mornings to attend.

It would be great if this could become a regular event, like the CRAC Open Day, I can see it becoming quite a national thing. Think how big the Vintage Car Club Swap Meet at McLeans Island has become!

Of course, it is easy for someone who contributed zilch to the day (regretfully your editor was otherwise engaged) so it's up to the club to decide this.

Thanks to Wayne for the great idea, and to Wayne and the Social Club sub-committee for their hard work on this successful event.



Kerb Damaged Wheel? ***Don't let it spoil your day!***

Our unique mobile service will have it repaired and painted then back on your car in under one hour!

**In Canterbury call 022 658 2957
or 0800 KERBED 0800 537 233**



**Mobile Alloy Wheel
Repair Service**



We stand behind the quality of our work | www.wheelmagician.co.nz

TAIL DRAGGER TRAINING



contact:
Terry 0220399691
Scott 021525561
Mike 0274362602

Historical Aviation Film Unit



**New aircraft
caricature t-shirts
now available**



www.aviationfilm.com

COMMITTEE NOTES AUGUST-SEPTEMBER 2022

- Aircraft hours low for reporting month, with RGE only achieving 20 hours
- Poker run scheduled for October 1st
- Swap meet September 24th
- Club Open Day planned for week prior to Easter 2023
- Rudder construction kits (used as samples for aircraft build projects) being considered for Open Day
- Flying NZ yet to reply to Ryan's application
- Cowling access panels for RGE (to save wear on cowling) still under active investigation
- Fuel tap in RGE to be replaced with one that has a "both" position
- Stewart Bufton agreed to handle the Safety Office role
- Two safety incident reports being handled by the Safety Officer
- CFI's suggestion that maximum forecast wind limitations on club aircraft supported and agreed, with the Instructors deciding the actual limits.
- New fridge/freezer for the club house purchased under urgency, the old freezer had failed and was unable to be repaired. The Editor's, sorry, the Club's Whittaker supplies survived.
- No significant increase in club aircraft hours a mere two weeks after the new reduced prices were introduced
- President looking for suggestions to re-design clubhouse interior
- Faulty iCom radio sold to Stewart Bufton
- RANZ Requirement for flight into controlled airspace for Advanced National certification discussed, no action
- The Club Build-an-aircraft-for-syndication (BAAFS? We need a good name for this project!) had 5 members, initial deposit set at \$1000 with a further \$10,000 after three months.
- Request to make sure that all members know that only people authorised by the project managers may work on the aircraft



CANTERBURY RECREATIONAL AIRCRAFT CLUB (INC)

P.O. Box 440
Rangiora 7440

www.crac.co.nz

WHATSAPP

CRAC Drop Of The Hat
CRAC Revolution (for chat)

FACEBOOK

www.facebook.com/flyCRAC



Interested in joining us?

E-mail secretary@crac.co.nz or use
the online application form.

We can send you an information pack
which includes membership details,
costs, and joining forms. Membership
enrols you for the magazine, too.

UPCOMING EVENTS

October 1st – Club Poker run – see CRAC RAP
7th – 9th April 2023 – Classic Fighters Omaka

Keep your eye out for weekly club e-mails,
join the **CRAC Drop Of The Hat** WhatsApp
group for informal group fly-aways. Join
CRAC Revolutionary for general chat and
good humour.

CONTRIBUTIONS AND ATTRIBUTIONS

**Aaron Murphy, Mike Sheffield,
Paul Hyde-Smith**

SHOUT OUTS

Social Club sub-committee and
partners for the excellent club events
this year. Thank you!

RecWings logo by **Eric Lim**.

*Disclaimer: This Magazine is prepared by
dedicated enthusiasts; the opinions expressed
herein are not to be taken as official club policy
unless approved by the committee.*

NEW MEMBERS

Welcome aboard to:

Peter Carter
Brian Jenning
Tim Bathgate
Bryan Rentoul

Please make our new friends feel
welcome.

CONGRATULATIONS

Liam Wedlake, Adv Local

Zane Lee, Adv Local

Wayne Genet, Adv Local

Thanks to RAA NZ RecPilot for the
information

NEXT NEWSLETTER

**Contributions for the next edition
are requested, publishing deadline
November 9th.**

**Next publishing date approx. November
30th.**

Brian Greenwood, Editor
(editor@crac.co.nz)

**Unless otherwise noted, all images in this
magazine and the RecWings name and logo are
copyright 2022 Brian Greenwood. All Rights
Reserved. Do NOT reproduce any articles or
images in this publication without express
permission.**