

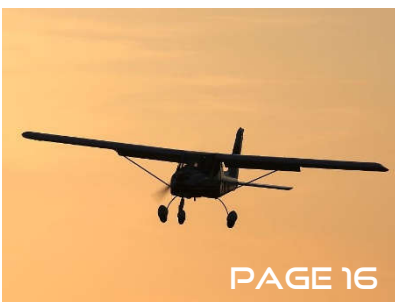
RECWINGS

THE MAGAZINE OF THE CANTERBURY RECREATIONAL AIRCRAFT CLUB



- SUMMER EVENINGS
- CLUB BBQ AT STEPHEN FIELD'S
- HEALTHY BASTARDS 2019
- TECNAM PAB AIR TO AIRS

FEBRUARY 2019



RECWINGS

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

To subscribe to the e-mailed edition please contact editor@crac.co.nz.

For back issues, head to www.crac.co.nz/magazines

Contributions for the next edition are due by **March 14th**. We invite contributions from all, with editorial discretion being final.

Brian Greenwood
editor@crac.co.nz

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Cover, Mike Sheffield's Pober Pixie Pathfinder drops in to 07 one mid-summer eve.

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CLUB BBQ AT STEPHEN FIELD'S BRIAN GREENWOOD

On January 26th Stephen and Phoebe Field hosted the club for a barbeque at their Blythe Valley airstrip.

The forecast co-operated with gentle Nor-easterly's predicted until much later in the day when a Nor 'Wester was due through. Take off time was set for 11:15 (gentleperson's hours?!) with a few of the participants rendezvousing at the club house for departure (*below*).



As it was only a short flight (30 minutes on average, 40 by 701 and S6!) quite a few selected the scenic route up the coast, including **Jacques Gagné** and me in **JOL** (*Right, and Below*).



It's nice to be reminded that we live in such a beautiful part of the world.

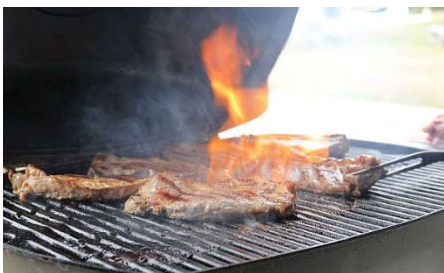
Everyone arrived safely by noon, although my arrival was best described as "slightly firm". It seemed to be blowing a bit of a westerly on top and easterly at the surface!





Stephen soon had the BBQ going and soon we were on tucking in to some perfectly-cooked sausages and superb steak. I also noticed **John McCaul** on the BBQ at one point, thanks to all those who exercised their culinary skills.

Iceman borrowed the camera and took great candid some shots, which saved me a job – thanks! The rest of the time was spent talking the usual stuff, which in my case involved engine temperatures and compasses.



Left, the tucker was supplied by our hosts and was very much appreciated. Right, Matt Dowdall and Sprite
Heart-felt thanks to Stephen and Phoebe Field for hosting a great day, and to Club Captain Nick Hitchins for organising it.





*Above left, Stephen Hirsch's Flightline CTLS
Below left, John McCaul's lovely Tecnam ZK-JTB*

*Above right, David Handyside's Maule M5
Below right, the Aeroprakt twins (Matt and Nick's)*



*Centre left, Yours truly's Rans S6 ZK-JOL
Above left, Aeroprakt committee (Nick Hitchin's A22)*

*Centre right, Dave Mitchell's S6 ZK-DYM
Above right, Frank Barker's 701 ZK-NVY*

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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 all the way to the beginning of 2018.



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Stewart Bufton gets airborne from Stephen and Phoebe Field's strip in the "Mother Ship" (as Dave Paull calls it!), Zenith CH-701 ZK-LSB. © 2019 Brian Greenwood

DON'T ASK – FAMILIARITY BREEDS CONTEMPT

WAYNE WILSON

I have been working on my engine for the past nine months and have finally have gotten near the end. Only setting the carb and that has always been a real mission. It means tweaking a tiny step at a time and then closing everything up and starting the engine.

Working underneath the engine with tiny bits also means if you drop something, it quickly disappears! My solution was to nose the aircraft into the hangar so when something drops off, you can watch the piece roll around until it stops. Not so if you are doing it in the grass outside the hangar. I had already lost a number of bits in the grass! The slope into my hangar is uphill and it makes it very difficult to move the aircraft in and out. At my age, I don't need the additional hassle. So, carefully positioning the aircraft just inside the hangar nose first, chocking the main wheels and locking the parking brake has proved to be the way to go with no problems. I only did this to get a start and a feel for the engine running after a tweak and a quick mag check at a low rpm. If all seems good, I would then shut down and move the aircraft outside onto the grass for a full run. If the run was still not successful, the aircraft was taken back into the hangar for more tweaking. Doing this for a week and countless times starting up, pushing out and unsuccessful runups, I finally decided to read the manual on setting the carb. It mentioned using a leaner needle as the engine seemed to be very rich no matter what I did.

I removed the original needle and installed the leanest needle available. After chocking the main wheels and locking the parking brake, I tried to start the engine. I couldn't get it to fire as usual at closed throttle and persevered with cranking. I then opened the throttle in case the mixture was still too rich. It instantly burst to life and went to full noise. My hand was still on the throttle and I quickly pulled it to idle and pulled the mixture control to idle cutoff. Unfortunately, the aircraft had already jumped one chock and dragged the wheel still locked across the floor swerving the aircraft with the result that the prop contacted a chair and split the prop.

The chair showed no marks! Good old American Oak!

The aircraft now sits at the back of the hangar until I find a new prop for it. The prop hub doesn't allow normal props to be fitted and I can't have Brent replace it and I will have to purchase a Sesenich.

The problem with going to full power at idle was found to be the Bowden cable throttle system was jammed at full throttle and wouldn't respond to an idle setting even though the throttle was fully back to the off position. Easily fixed.

Would I use the same procedure again? Probably, but with more caution and if the engine won't start as normal, I will stop and move it onto the grass. Looking back, I remember it was standard procedure to taxi our aircraft into the hangar if space permitted. Saved getting out of the aircraft in the weather.

Just because you get away with something dicey more than a few times, doesn't mean you will continue to be lucky.

A REMINDER – CLEAN THE CLUB PLANES!

Please note that it is the hirer's responsibility to clean the aircraft if required after each hire – this means the students should be cleaning the aircraft. Of course, it is difficult if the plane is booked to go out immediately, so please schedule some time to come back and clean your mess.

Ask an instructor for advice if required. Here's a stock photo of **Mike Small** practicing exactly this – cleaning RGA down after use.





PAB AIR TO AIRS

The fly-in to Stephen Field's strip was also the opportunity to get some air-to-air photos of **Roy Waddingham** and **Deane Waller's** Tecnam ZK-PAB.

Unfortunately, the weather had clouded over for the return flight so we only got a couple of passes in. Roy had to orbit as JOL doesn't go particularly fast with the door open. It was excellent to be able to send a few photos back in thanks for all the air to air work we've done using PAB.

As you can see the Tecnam had its flaps down and could fly alongside us, but it would have been a higher angle of attack so flying past slowly made for better photos.

Thanks to Roy and Deane for all of the opportunities, and to **Jacques Gagné** for flying the camera ship this time.







*Deane Waller and Roy Waddingham cruise by JOL in their
Tecnam P92 ZK-PAB
© 2019 Brian Greenwood*



HEALTHY BASTARDS 2019

WORDS: VANESSA MARTIN

PHOTOS: MARLBOROUGH AERO CLUB

This year I entered the Healthy Bastards Bush Pilots competition in Omaka. I had heard many stories, checked out you-tube clips and of course mulled over the logistics around the table with my mates at CRAC. It had been on the cards all last year for me, but like many people before me I was never sure I would go. After some significant mentoring (freely available in the club rooms) and encouragement from pilots I fly with, I planned, prepared and entered.

On the day, I was up at 5am and headed up early on Saturday morning. I took a passenger for company and flew up with three other aircraft straight into Omaka. Weather for flying was perfect and we had a significant tail wind so my little Savannah which prefers 75 knots cruise speed (all up weight) barrelled along with a 100-knot ground speed. Once we got to Taylors pass we bumped on into runway 12 and landed safely at Omaka.

I had heard a lot about Omaka's wind and there have been no lies told, no truth stretched and nothing over stated. It gets gusty, really gusty and in the afternoon, for fun, and because why not, it really picks up the game. Gusting is always hard on my little Savannah especially when I have very little weight on board. I can really get a hammering as opposed to heavier aircraft. It's not the end of the world but it is another layer to work with in a competition as a newbie.



Heading Photo, A great picture of Vanessa bringing her Savannah ZK-MYN in for a very good first landing result. Above left, same on short finals, and Chris doing the same (above right).



*Above, some social time with **Dean Philip** on the left, some locals, and **Chris Anderson** sitting in ZK-TIA.*

*Below, an excellent sequence taken in exactly the same spot showing **Chris Anderson's** ZK-TIA, **Dean Philip's** ZK-JUG, and **Frank Barker's** ZK-NVY – all CRAC member's Zenith Ch-701's.*



The wind sock had a bad case of fickle and couldn't make up its mind as to whether to stick with the SE or throw in a NE. In the circuit, the wind had absolutely no manners and was more than happy to change to three different directions during one circuit and hammer it out in an argument close to the hills. Every leg had its own wind profile and personality. Finals were the most fickle with lift, sink, cross winds and, as the judges commentated, dirty air at 50 feet. Circuit conditions for me were probably the worse I had ever encountered, and I certainly had never experienced rubbish winds on every leg of a circuit. Adding another complication to the circuit, downwind is short as we were to avoid controlled airspace before turning onto base and in spite of our best efforts a few aircraft were giving a few choice words from tower as we were on the same frequency. Circuit height for the day was 500 AGL and given the winds and as I was flying a light aircraft, mercifully the circuits were quick.

So it was runway 12 for precision landing. Precision landing is my favourite part of the competition. It is where a Savannah can really come into its own. And my little yellow rocket did me proud. It held firm on finals, gripping the air with those VG's and glided into a perfect landing just ahead of the line, recorded as 6.1 metres past. (7th place) After that I had one more circuit and to be quite frank, I had done so well on the first try I considered parking up and avoiding developing a close relationship with the wind again. But the old adrenaline kicked in, or the "stupid" and I powered her up after my touch and go (imagining a first place attempt, and why not) I climbed out bouncing around like a cat on a hot tin roof. At one point I thought I was temporarily on the cusp of an early career as an aerobatic pilot albeit without choice but things soon settled down on late down-wind.

First landing marked as 6.1 metres past the line.

My mistake on finals for the second attempt was too much height and using flap. On the earlier circuit I had come in flapless. This decision had been made after watching other aircraft before me grappling with strong winds unable to come down and landing long or worse, dropping in early by trying too hard and then bouncing. For some stupid reason, probably habit, I pulled on 7deg and immediately regretted it. I floated along gently coming down missing all the dirty air past the hangars and landing long. It was a respectable landing, albeit 100m

The best part of the precision competition was watching



Deano, Chris, Hamish and Frank from RT all doing stellar jobs at landing those 701's. There were a wide variety of aircraft, starting with the best little aircraft ever, the Savannah....701's, Cubs, (I liked them) Cessna's, a Tecnam, Murphy, Beaver, Chipmunk, Dynamic, Super STOL, and an Anson to name a few. We had a few low hour pilots and one student at 30 hours which was fantastic to see the commitment. It's anyone's game on the day.

Lunch was typically kiwi with a sausage sizzle, burgers, coffee and ice creams. But I couldn't eat, I was watching my nemesis.... that windsock.

After lunch the wind changed to NE and picked up. The competition for STOL was set up at runway 07. Old hands commented that by the time we got there the wind would change and we would be back to cross winds on finals and how right they were.

I took a conservative approach given the gusting at ground level and

I kept it respectable at under 60 metres and flew the circuit. Both take offs were 54m which is longer than my best 30m practiced at RT and on the day as a newbie I made the right decision. It was rock and roll at a few feet and no way was I messing up my T/O in front of a crowd. My brakes let me down on landing, too soft and I rolled for ages, then... I forgot to stop for measuring. This was a rooky mistake which cost me two landing disqualifications.

Our Rangiora 701 pilots did us proud. Chris Anderson took out the STOL competition as overall winner. Hamish Crow, who was new to the competition, came in second, isn't that something! Deano had the shortest T/O, on the day and Frank in NVY was fourth. Such is the community spirit of CRAC we had a group of supporters from Rangiora who flew up on the day or had been already there for a few days. It was fantastic to have so many of our own club members there cheering in the crowd. A rowdy lot to the amusement of the locals but bringing the kind of enthusiasm and support the makes it so much easier for CRAC competitors to get the job done.

Above, Vanessa and MYN.

Below left, Hamish Crow in ZK-STO, Dean Philip in ZK-JUG, and a couple of shots of the line-ups with the CRAC member's aircraft to the fore.



So will I do it again? Absolutely, those brakes have already been ordered. If you are thinking of entering, I recommend it. The crowd “disappears” as a “oh no I am being watched” factor and you are simply too busy for nerves, so no worries there. If all else fails just feel the force, or if you are like me, use fairy dust.

The organisers were fantastic and hospitality was warm. It’s an event worth attending as a spectator for a big day out or as a competitor for a lot of fun and comradery. Of course, there are the heroes of the show, the planes and many a pilot to chat with.

The results for MYN were muddled when tabled and first published so at the time of writing MYN was recorded as 61metres for the first landing, not the actual 6.1m which the organisers are correcting. Typos, they happen.

And as for the next adventure, back at RT, there is a Little Yellow Savannah waiting and ready to fly.



Left, Chris Anderson with Overall Winner, 1st Place STOL Competition (1325lb category) and 1st Place Shortest Landing.

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SUMMER EVENING FLYING

BRIAN GREENWOOD

While we still have some long summer evenings left – get out and fly! The Airfield’s usually very quiet and the club planes are not often booked.

Better still, the air is usually a lot calmer after the turmoil of our summer days, and the lighting is beautiful. Often the evening easterly has kicked in so runway 07 means you’re not trying to land into the sunset (remember the perils of flicker vertigo). All of these were taken well before CET.

I was out a couple of weeks ago taking some photos for **Mike Sheffield** and I was very happy with the resulting cover shot, plus the two at the bottom of this page, and next page. Skip forward a week to do some evening flying in JOL (who didn’t want to play that evening) and the photo of **Daniel Wright** in his Solar Wings Pegasus ZK-MWN (*below*) was the happy result.







MUDELLER'S CORNER – AIRFIX 1/48 SPITFIRE MK 22/24

BRIAN GREENWOOD

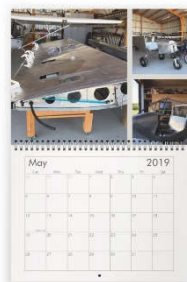
An oldie but a goodie – the Airfix Spitfire 22/24 and Seafire FR47 were released way back in 1996. It's simply one of the best kits Airfix has ever produced.

Mine's an old build and has been repaired twice after the Canterbury Earthquakes. It's built as the Mark 22 version. It's interesting to compare the shape of the last Spitfire with that of the first (Right, Mk 22 and Mk 1a).

The only issues are minor, some odd wedge shapes over the flaps on the top wing (which I should have removed) and the propeller blades are a little thin. A high-quality kit that fits well and looks great.



CRAC 2019 CALENDAR



Vanessa's fantastic CRAC calendar is back! There's still a few copies of these available at the club house, this year she's got the cost down to \$15.

This is one of my favourites, it's great to see our club activities published in a good-quality calendar. Get yours before they all go!

WARBIRDS OVER WANAKA 2020 ANNOUNCEMENTS

Warbirds Over Wanaka have announced the first act booked for 2020 – a T28 Trojan pair flown by Brett Emeny and Peter Vause.

Additionally, the Trust is giving \$20,000 to the Wanaka Water Project, a joint initiative involving a number of organisations including the Upper Clutha Lakes Trust. The five-year goal is to plant, water and nurture some 24,000 native trees along waterways in the area.



COMMITTEE NOTES FEBRUARY 2019

- Colin Alexander met with CAA re Rotax TTIS and On Condition Maintenance program.
- Loan for the deposit for RGC has been repaid now that the term investment matured.
- Gearbox from original RGA engine now fitted to RGA which fixed rough idle. Still awaiting costs.
- Flying hours unavailable at publishing time however were noted as down on previous months. Assumed cause was holidays, aircraft downtime, and weather.
- Stephen Field's Fly-in and BBQ considered a great success
- Precision Landing Workshop and competition still to be scheduled
- RGB Elevator bearings to be replaced
- Aircraft are quite often left dirty after hires. All club members to be reminded to clean the aircraft.
- CFI Doug Anderson will be away for approximately 2 months – Stewart Bufton will be acting CFI.
- Still to be organised – a series of Instruction Evenings for the club sometime this year
- Some minor clubhouse maintenance discussed and scheduled
- Iain Blyth offered to hang the CRAC sign near the airfield road (now completed)
- Tuck shop business "brisk", the CRAC Calendar is back in stock.
- Publicity for the club and new aircraft being investigated including 'advertorials'.
- Open Day idea still popular but moved to Spring to avoid clashes with other events in April
- Club e-mails still an ongoing problem, issue caused by more aggressive spam and security settings by the major providers
- AGM Date set for April 16th.
- Some discussion about a club courtesy vehicle but decision delayed until fuel trailer resolved.



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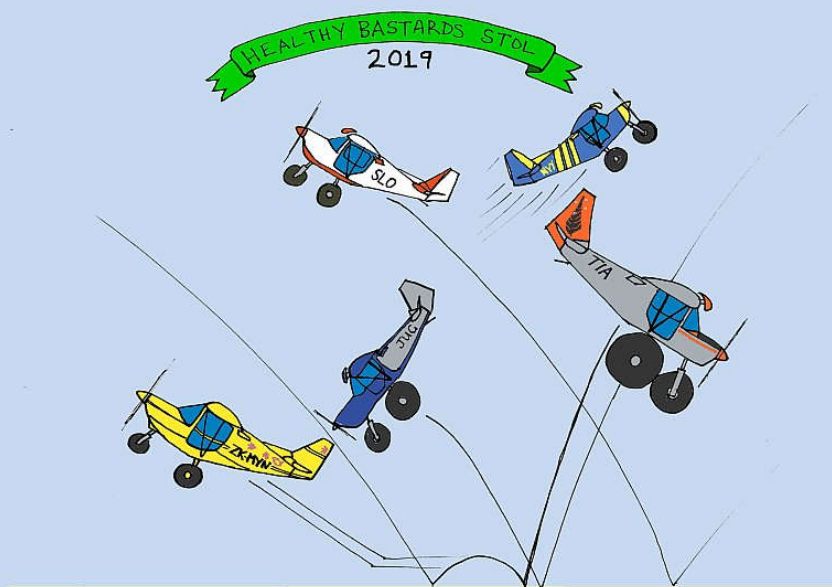
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Interested in joining us?

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

- 16th – 17th March – Tail Dragger Weekend,
Waipukurau (See CRAC Rap for details)
- 23rd March - Precision Landing Workshop at
NZRT. See CRAC Rap
- 16th April – CRAC AGM, 7:00pm at the Clubhouse
- April 19th – 22nd – Classic Fighters Omaka
- April TBA – Waitohi Fly-in

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**

*Vanessa Martin, Wayne Wilson,
Marlborough Aero Club.*

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*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:

- Oonagh Daly**
- Paul Coetzee**
- Mark Cummins**
- Stephen Preest**
- Lewis Austin**
- William Marks**
- Linsey Marsh**
- Antony Kingdon**
- Jethro Padilla**

Please make our new friends feel
welcome.

CONGRATULATIONS

- Benjamin Dodd** – Instructor
- Jacques Gagné** – Adv. National
- Bruce Magee** – Adv Local

NEXT NEWSLETTER

Contributions for the next edition
are requested, publishing deadline
March 14th, 2019 (“ish”).

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2019

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