

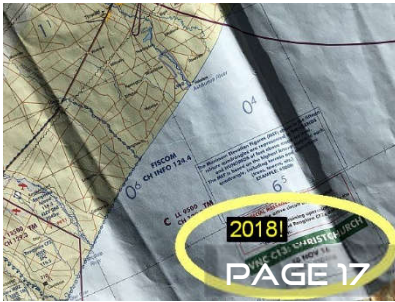
RECWINGS

THE MAGAZINE OF THE CANTERBURY RECREATIONAL AIRCRAFT CLUB



- AOPA FLY-IN PHOTO ALBUM
- THIRD CLUB AIRCRAFT CONFIRMED
- NZRT SAFETY MEETING

OCTOBER 2018



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 **November 14th**. We invite contributions from all, with editorial discretion being final.

Brian Greenwood
editor@crac.co.nz

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Cover, Fred Bull's Piper Super Cub ZK-BKX takes off from the "DC-3" strip on the recent AOPA tour of mountain strips
© 2018 Brian Greenwood

**CRAC TO ORDER THIRD CLUB AIRCRAFT -
SEE GLENN MARTIN'S UPDATE ON PAGE 17**

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RECWINGS**

RANGIORA AIRFIELD SAFETY MEETING

MICHELLE POLGLASE

It was a full house at the recent Rangiora airfield safety meeting, with standing room only and much interest from a range of airfield users including members of the Canterbury Aero Club, Canterbury Recreational Aircraft Club, and Way 2 Go Heliservices.

With an average of 50,000 aircraft movements a year, there are a wide range of aircraft operating at RT and the popularity of this airfield is increasing. RT experiences an average of 465 radio calls per day (and over 1,000 radio calls on busy days), so good communications, airmanship and manners are essential for all users. Presentations by Nathan Clarke (A/D Safety Coordinator), and Carlton Campbell, and Peter Stevenson Wright from CAA were well received.



The RT Safety Committee include: Steve Noad, John Dugdale, Rob Kittow, Grant Reburn, Keith Vallance, Errol Smart, and Kevin Dore (incoming Safety Coordinator).

This committee encourage reporting of any airfield incidents to ensure high standards of airmanship are adhered to. Discussion also included recent changes to the AIP plate:

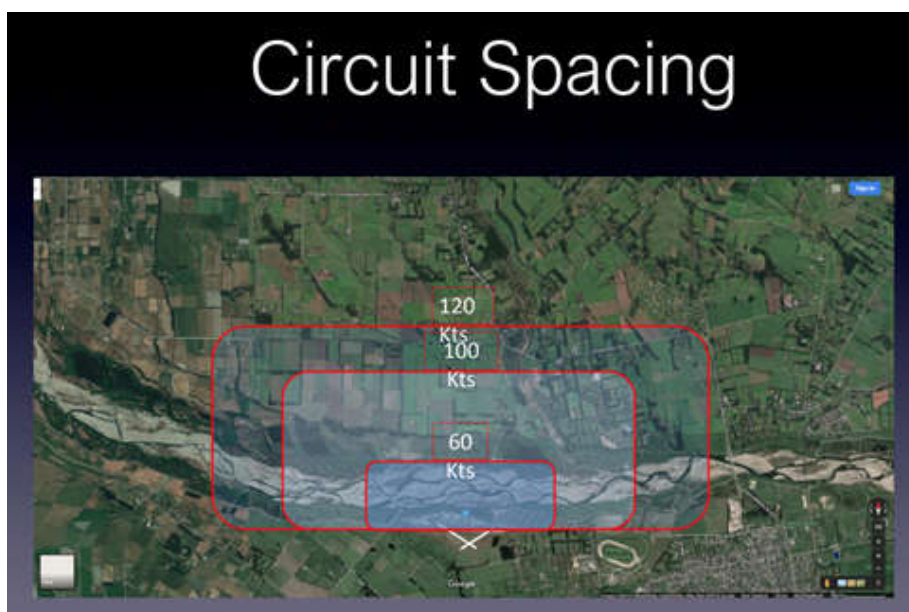
- removal of the 500 foot microlight circuit
- vacate runway via the most expeditious route
- CAUTION - helicopter 180 degree and straight-in autorotations.

Landing fees are payable for all aircraft, and an automatic recording system for monitoring landings is installed. There was also discussion about the Christchurch airspace changes.

We are privileged at Rangiora to operate in a reasonably unregulated environment. Airfield users need to keep in mind the increasingly busy nature of the circuit, and the mix of aircraft of different performance ratings.

All-in-all a great evening; if you fly out of Rangiora, make sure you get to the next one!

Below, know your circuit spacing!



Yvonne's Very Good Oil



This seasons olive oil is now available
It can be purchased at an excellent price of \$15 for a 750ml bottle

Contact Dave Mitchell
027 228 9556



AOPA SEPTEMBER FLY-IN PHOTO ALBUM

BRIAN GREENWOOD

I was lucky enough to be invited along to the recent AOPA Safari (also known as the Charlie Draper fly-in!). **Peter Collins** covered the event superbly in last month's magazine, so this is just a brief outline of my eventful day.

Ian Sinclair picked me up from Rangiora Airfield at the crack of dawn (well, 8:00am) and flew us into **Charlie Draper's** strip near Darfield. First sign that this was going to be a well-run event was the joining procedure e-mailed to every pilot, which included good approach photos and clear instructions. When we joined for the airfield there were quite a few following the instructions and it all worked well.

The photo on the right is the view on short finals to the Darfield strip. There were at least double this number of aircraft by the time they



all arrived. There was a good mix of aircraft, all ages and types were represented. As Peter mentioned last month there were at least three microlights including a very cool Berne Minicab which caught my eye.

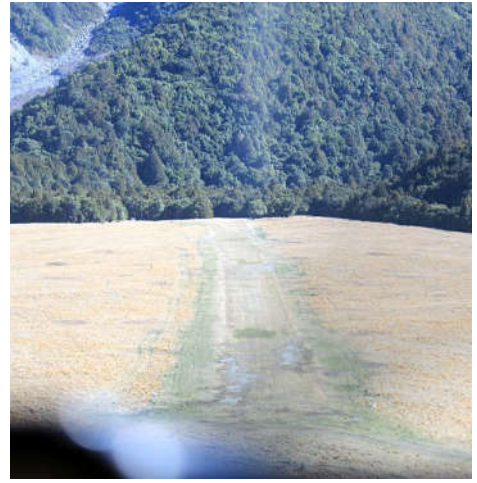
AOPA is an international organisation with over 430,000 members over 66 countries. Its prime purpose is to promote and advocate for private aviation (general aviation with a lower-case 'g'!) and to encourage camaraderie through fly-ins and safaris. There is no distinction about the type of aircraft you fly.

The safety briefing was extensive, pilots could opt to join one of three groups, which basically boiled down to the length (or width!) of runway the aircraft and pilot was capable of. Ian was flying his 1966 Cessna 172G ZK-COL so he lead the

“Wide and Long” group! The plan was to visit as many strips as pilots wanted, with a rendezvous at a Cust airfield for lunch.

First mountain strip for our group was Jelico, right up past Lake Coleridge. It was a fair length and quite sloped, so all take-offs were downhill. There was a good parking area at the top but it nearly got to saturation point when another group arrived (the intermediates, I think) so we politely steered them to the next airfield.

There is a lodge available for accommodation, so you can fly in, picket, and pretend you walked in the hard way. Amongst the aircraft in this group were plenty of Cessnas, a Lycoming-powered Auster, Rebel, a Robin R2160, and a Citabria. Oh, and a Jetranger!



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Above, Cessna's at full noise departing from the Jelico strip.

Full page, left, Piper Super Cub ZK-CXC, A Rangiora based aircraft belonging to the Fern Air Syndicate, rests between flights.

Below. Ian Sinclair's Cessna 172G ZK-COL



After Jelico we popped in to Bruce Nell's strip briefly, and then on to Castle Hill. Someone had kindly opened a farm fence up to give is a clearer approach, which was appreciated and worked well.

The best thing about Castle Hill (apart from the people and the view, ok, the third best thing) was that I could be sun-up for the photos without wandering too far away.

Below, part of the line-up at Castle Hill lead by Cessna 172M ZK-FGV.





Top Left, Cessna 180 ZK-CBH. **Top Centre**, Cessna A150M Aerobat ZK-EHP. **Top Right**, Cessna 180 ZK-WGT. **Above**, Cessna Cardinal 177B ZK-DIH departs Castle Hill strip. **Below**, Short finals to Lou McAllister's strip near Cust. About 2/3 of the aircraft were already there.



We departed Castle Hill around noon and headed for Lou McAllister's place at Cust for lunch. As you can imagine there were a lot of aircraft movements, with everybody taking responsibility for maintaining separation - airmanship and courtesy being the order of the day.

Below, R&B Bearhawk ZK-FHR and part of the line-up at Castle Hill. The weather and scenery were perfect.





This stop was all about lunch, and a further safety briefing. In somewhat bucolic surroundings we were treated to a coffee, lots of aeroplane porn, and a fly-by and visit by **Ivan Campbell's** Spitfire Mk26.

I could have spent hours just wandering around the flight-line, however we needed to press on, there was more flying to be had! After a quick detour to Rangiora for some squashed dinosaur juice, we headed back into the hills for a quick stop at Avoca.





*Charlie Draper's Auster J/1B Aiglet gets airborne at Lou McAllister's airfield near Cust.
© 2018 Brian Greenwood*



*Piper L-18C Cub of the Rivendale Trust,
West Melton*

© 2018 Brian Greenwood



Top, ZK-RTB is a PZL Koliber 150, a licence-built version of the SOCATA Rallye.

Above left and middle, the beautiful Cessna 195 ZK-AZK is powered by a 275hp Jacobs R755 radial engine. According to the plate! **Above right**, “Pregnant” Super Cub ZK-BNJ. It’s been converted to a three seat configuration by widening the fuselage around the back seat.

Below left, visual separation at its best – faster aircraft in the lead. **Below centre**, sporting the Mount Cook Lilly is Cessna 185 ZK-CBS. **Below Right**, the gorgeous Cessna 182 ZK-EJO.





Avoca seemed so far away from anywhere, but the West Coast Main Railway Line had to be close by – how did I miss that?



Top, Piper Super Cub ZK-CXC departing Lou McAlister's. Middle, clockwise from top left, Piper Super Cub ZK-BKX, Cessna 195 ZK-AZK, and again airborne, and Berne Minicab ZK-DDH. The Minicab was one of the other Microlight-registered aircraft on the event. The middle four photos are all at, or above, the Avoca strip

From Avoca we dropped in to the Mount White Homestead strip, some of the keener pilots also tried the top-dressing strip nearby. I saw Peter Collins, Charlie Draper in the Auster, and Ian in his 172 all try the topdressing strip. Was there a prize for the most landings?

The aircraft landing at the homestead strip afforded some great photo opportunities with the approach over trees and the mountain backdrop.



Top, Cessna Cardinal ZK-DFF drops in to Mount White Homestead strip (all photos on this page are at that location). **Above from the left**, Piper Super Cub ZK-PSC, Auster ZK-AYB, and Rans S7 ZK-CAB

Below, left to right, Peter Collin's Ibis ZK-PLC, Nelson Aero Club's Cessna 172 ZK-ETU, and the PZL Koliber ZK-RTB.





Left and below, ZK-BXK zooms past on its take-off run from the DC-3 strip.



Top row below, from left, Berne Minicab ZK-DDH, a flock of AOPA's, and the Minicab again!

Bottom row, Cessna 172M ZK-DXL, Citabria ZK-CRT, and Cessna 172G ZK-COL lifting off from NZRT.

Tecnam P92 for HIRE



100hp Tecnam P92 Super Echo available to CRAC members for hire at \$125 per hour.

This aircraft is ideal for cross-countries, fixed-pitch prop and 100hp Rotax.

For further details or to register for the booking system e-mail thelightaircraftco@gmail.com or phone Erin Heese on 027 292 3689.

Mount White was another picturesque alpine location. But there were still more places to explore, so we departed the Homestead strip (some via the fertiliser strip to create some separation) and headed for the DC-3 strip.

This one was reasonably sloped so the safest choice seemed to be landing uphill and taking off downhill.



Amazingly, the day still had heaps to give. We all departed the DC-3 strip (what's the story behind the name?) downhill with a left hand turn to avoid the hills, and on to land at the Flock Hill Lodge. By then the shadows were beginning to lengthen and my host dropped me back to Rangiora Airfield.

A sincere thanks to my host, Ian Sinclair; the organisers of the event: Ian, Murray Paterson, Fred Bull, and Charlie Draper; the AOPA members for putting up with me; and to the strip owners who all gave their permission (yes, it was all well planned). AOPA is a great organisation and well worth joining for these events alone, let alone the good work they do on advocating for light aviation.

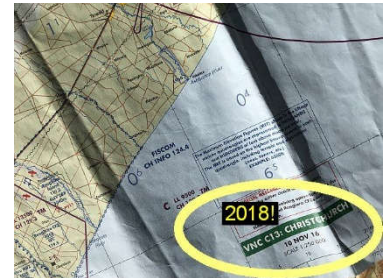
UPDATE YOUR CHARTS!

All club members (indeed, all pilots) should be planning to update their charts prior to the new changes on November the 8th. There are some very big changes around our patch, including control zone areas and changes to Common Frequency Zones (CFZ's).

This also applies to those who mainly rely on an EFB/Navigation App – don't forget to download the new maps. For some apps I believe that the old map also must be de-activated and the new one selected. See your manual for instructions.

One of our responsibilities as pilots is to always ensure that we're flying with the latest information, there's no excuse – especially when the changes are so significant. Club maps are being updated, check the dates before you fly.

Please use the new maps when they come into effect!



NEW CLUB AIRCRAFT PURCHASE AND SGM GLENN MARTIN

Hi members, as you know for some large decisions the club has special meetings. The threshold for this in the club rules is that 10% or more of the members want one. We recently asked the members if they want an SGM to discuss the purchase of a third aircraft.

The key result was that 5.4% (14/260) of the membership asked for a SGM which does not reach the requirement therefore there will be no meeting.

There was a great response to the email, and plenty of thoughts which were appreciated, of the 69 respondents 61 (88%) were for another P-92 and only 4 against.

This gives a very clear message to the committee
Thanks again

Glenn N. Martin
President
Canterbury Recreational Aircraft Club



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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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Email: rangiora.light.aviation@hotmail.co.nz
www.lightaviation.co.nz

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Below, Classic Fighters Omaka 2019 is not too far away, book your accommodation now if you don't want to be disappointed!



COMMITTEE NOTES OCTOBER 2018

- **New aircraft purchase approved unanimously, subject to finance and fuel supply**
- Colin Alexander (RAANZ Technical Officer) meeting with CAA re Rotax TIS issue and ADS-B
- CRAC Christmas function confirmed for 2nd December. Full external catering, heavily subsidised down to \$60 per head. Register to christmas@crac.co.nz
- Southfuels have removed most of the fuel installation. Members who have pre-paid fuel to be refunded.
- 'Aims for Club Hangars' document now displayed in both hangars
- The draft 'Usage of Club Aircraft' policy submitted by Nick Hitchins and finalised.
- Erin Heese resigned as committee member
- Of the 69 e-mail respondents regarding the SGM for a new aircraft, 14 voted yes. As this is well below the 10% threshold, no SGM will be held.
- Hourly rate for RGA and RGB being held for the moment, despite the rise in fuel costs
- Good turn out at the club BBQ
- Club trip to the Omaka Aviation Heritage Centre planned for October 29th. Minimum registration numbers yet to be reached
- September hours, RGA 33.2. RGB 50.00
- RGB had a scheduled 1200 hour service which involved the removal of the wings and replacing many bolts.
- Avionics switch being replaced on RGB
- RGA has a new parking brake cylinder fitted, and elevator hinge bolts replaced with ¼" aviation-grade bolts. RGB to have elevator hinge bolts replaced too.
- Club Safety Policy document being updated
- Out of commission toilet in hangar 2 now locked
- Café Manager position still vacant after Vanessa Martin resigned. Volunteer required!
- Viktor updating club web site to link to billing system
- Proper fuel trailer for club being investigated
- Club donating \$500 to Okarito strip repairs

EXCITING TIMES AHEAD - UPCOMING CLUB EVENTS

There are quite a few events coming up for our busy and not-so-wee club.

It starts with a **Radio Education and Refresher** evening, run by CFI Doug Anderson and Air Traffic Controller Clint Bowles. We ran one of these a few years ago and it was extremely popular. Everybody learned something at the evening, from the most junior novice through to the senior pilots - I highly recommend this to all. It's in the Club Rooms at 7:00pm sharp on Thursday 25th.

After that is the club fly-in to the world-renowned Omaka Aviation Heritage Centre, near Blenheim, on October 27th. This should be a fantastic cross-country with an awesome destination. It's right on the outskirts of Blenheim so it should be easy to refuel, too. If you haven't seen this Museum or the recent World War 2 additions, it's a must. We need minimum numbers for this so please register now by e-mailing Nick – captain@crac.co.nz. Check out the Omaka website – www.omaka.org.nz.

Finally, the famous CRAC Christmas in the Hangar event is planned for December 2nd. This year we're doing the job big time, with outside catering – so pre-registrations are a must! The cost is a heavily-subsidised \$60 per person, which will be invoiced and paid prior to the event. This will include the three-course meal and drinks, so it's all-in. Because of the external caterers there will be no admittance if you haven't pre-booked. It'll be awesome – register by e-mailing christmas@crac.co.nz. Please note that the date may have changed from earlier notifications – it's the 2nd.

This is a great way to socialise and meet new people – book now!

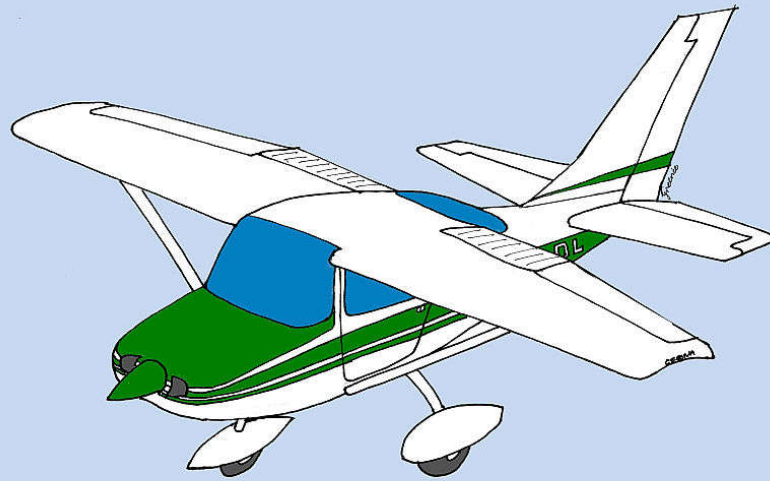


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Interested in joining us?

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

25th October – Club Radio Education Night, with
Doug Anderson and Air Traffic Controller Clint
Bowles. CRAC House, 7:00pm

27th October – Club fly in to the Omaka Aviation
Heritage Centre (WW1 and WW2 Museum).

Register with captain@crac.co.nz

3-4th November – Black Sands Fly-in

28th November – CAA seminar on GRAFOR, CAC
Clubrooms, Christchurch Airport at 6:00pm

30th November – RAANZ AGM, Fielding

2nd December - CRAC Christmas dinner, register
Christmas@crac.co.nz

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**

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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:

Mary Patterson

Ricki Jacobs

Daniel Wright

Eric Park

Please make our new friends feel
welcome.

CONGRATULATIONS

Colin MacDonald, Adv. National

James Fleming, Adv. National

Rodney Dodd, Adv Local

Gregorio Umali, Adv National

Brent Martlew, Adv National

William Aitken, Adv National

NEXT NEWSLETTER

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

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