

RecWings

The Magazine of the Canterbury Recreational Aircraft Club

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JOR

Pegasus 

August 2015

Editor's Letter – JOR, our lovely Rans!

For the entire decade from 2004, the club's three-axis training has relied on Rans S-6ES aircraft, with ZK-JOL and then later with ZK-JOR. A previous S6, ZK-CMC, had briefly shown the effectiveness of these wonderful aircraft as trainers. The two aircraft have served the club admirably as safe, reliable, and effective trainers. Eventually the decision was made to sell the older of the two aircraft, JOL, to fund the purchase of a third generation microlight. Although this was a relatively big (some would say controversial) decision for the club, the training hours have near tripled since the purchase of our much loved Tecnam.

So what happens to our remaining Rans? Happily, even JOR's training hours have *increased* since the purchase of the Tecnam. This has dropped off in the last couple of months as JOR was taken offline for scheduled engine maintenance. Time will tell if the flying hours on JOR will increase again. Has the time come for second-generation microlights? Is there only a market for flash new third-generation aircraft?

As the happy owner of the ex-club JOL, I urge new trainees to look at the older aircraft. The Rans really do teach rudder-stick co-ordination far better than the Tecnam. There's no doubt that the Tecnam is a great aeroplane, but for those who want to go on to tailwheel or own their own second-gen microlight, the Rans is really a better start. In my humble opinion.

One final reason for promoting the Rans – cost. As I write this, the Tecnam costs \$120 per hour and the Rans is \$90 (although that's under review). If you train for 40 hours to get your Advanced Local licence, that's a saving

of \$1200.

The club Treasurer, Scott James, has done some costings on the operating costs of JOR. The outcome is that the current charge-out rate is insufficient for the number of hours being flown. The long and short of it is that we have to either increase the usage per month or increase the costs.

It's one of the cheapest forms of club flying training in the country, let's promote this enjoyable aircraft and get some hours on it.



Cover: Iceman and Glenn Martin bring JOR over the fence on 25, September 2013.

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Rotax announces new engine

Oshkosh, Wisconsin, U.S.A., July 21, 2015 – BRP introduces a more powerful 135-hp Rotax aircraft engine at the Experimental Aircraft Association (EAA) AirVenture in Oshkosh, Wisconsin – the Rotax 915 iS.

Based on the proven concept of the Rotax 912 / 914 engine series, the Rotax 915 iS engine offers more power, the best power-to-weight ratio in its class, full take-off power up to at least 15,000 feet (4,570 m) and a service ceiling of 23,000 feet (7,010 m).

“This more powerful aircraft engine – the Rotax 915 iS – was specifically requested by our customers. It opens the way for larger, heavier aircraft, larger gyrocopters and even small helicopters, or simply more performance for current applications,” said Thomas Uhr, vice-president BRP-Powertrain and general manager BRP-Powertrain GmbH & Co KG. “BRP’s Rotax 4-stroke aircraft engines are already industry leaders; opening other markets represents a good growth opportunity.”

The introduction of the Rotax 915 iS engine, a 4-stroke, 4-cylinder turbocharged aircraft engine with intercooler and a redundant fuel injection system, is in response to market demand for a modern, more powerful engine allowing higher payload and shorter take-offs. It delivers the most advanced aircraft engine technology resulting in low operating cost and ease of use. The serial production of the Rotax 915 iS engine is scheduled for the second half of 2017.

CRAC Seminar 25th July (Human Factors and Mountain Flying)

Volkmar Wollenweber

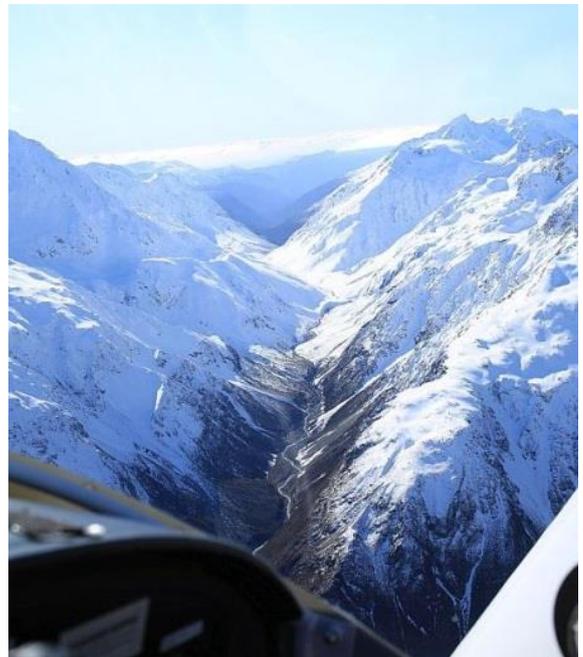
At first a huge thanks to all who have participated in the seminar. I was very surprised about the response to this seminar. More than 20 pilots turned up and I think it was very welcomed by all participants.

It was the first time for me to talk about human factors and flying in the mountains in English, which was sometimes a bit tricky. Also very different for me to talk about mountain flying in regards of aircrafts with wings. *(Editor: Volkmar has over 5000 hours on hot air balloons!)*

But weather and wind behaves in the same way in

the northern hemisphere (yes Coriolis force turns the other side around with all the consequences), but turbulence has the same source.

My main first intention was to make everyone more aware of body/brain reactions and how to handle these reactions. My second main intention was to open more eyes for nature and consequences of different surfaces/influence of sun and wind directions.



Being mentally prepared can minimise fear, and makes flying safer and more enjoyable. Plan B should be always part of the flight. I think this seminar was a good start and maybe there is some demand to have all 3 to 6 months a get-together and talk about different subjects.

I also would like to get some feedback about the seminar. It would help me to know what can be done better or where more demand is.

Again, thanks to all who showed their interest.

The next Seminar:

Saturday 22nd August there will be an FRTO Seminar with real talking to ATS and using the new Headset facility. We have a special guest – **Steve Rogers** from the CAA . Steve is a former CPL and Air Traffic Controller, and now a safety inspector.

Please sign up by an email to: volkmar@global-campers.com if you are interested to participate (numbers will be restricted).

Mountain flying course U-Fly Wanaka Glenn Martin (Photographs and article)

As a new pilot with just over 200 hours fixed wing in my log book and at the age of 55 I am well aware that I probably don't have the time to pick up all the skills that many of the current club members have attained over decades. In addition to mining the expertise around RT I have decided to participate in extra formal training.



Living in the South with the Alp's close at hand the temptation and attraction to go touring around them is irresistible. Currently my flights have mainly consisted of flying over them at great height and then landing at the destination. When the weather is good this works very well, even if you do miss some of the scenery, but what about when the weather doesn't cooperate?

CAA has for many years encouraged pilots to take a "Mountain flying course". I chose U-Fly Wanaka based on recommendations from other club members and their experience with Microlights. I was not disappointed. Kylie Krippner and her husband Ivan, a New Zealand aerobatics champion now own and operate the Company. Kylie has lived most of her life climbing and flying in the mountains including a season with Ruth Presland before taking over U-Fly.

My first lesson was in the local low-flying area checking that I could control the aircraft low, slow and was precise in turns. Kylie showed me techniques to tighten the turns which will become important later on. After an in-depth briefing it was off into the mountains to learn the basics, these included contour flying, using the valley and winds, apparent horizon, sun and shadow strike and many others.

The first flight can be seen here: <https://go.spidertracks.com/fleetpro/public/glennmartinltd/tracks>

Select the flight dated 21 July 1:18 pm

Saddle Crossing and using the "back door" for safety were practiced again and again.

Right, photo showing the Saddle Crossing (Easy on a clear day...)



Practicing emergency landings... going for the shingle bank off the wing tip (**left**)

The next day (22 July 10:51 am flight) it was up over the Lake through “The Neck” for a landing at Makorora the up through Haast pass to “Haast international” (**Photos, right and next page**) .

Again with practice on back door turning, emergency landings.

On the way back (22 July 1:00 pm flight) it was up through the Turnbull river and over a number of saddles around Mt Alba then back down the Wilkin river to the lake. Although it was a cloudless day the lesson about





visibility over and beyond saddles and turning back to check behind were practiced.

The next day the game plan was for me to repeat the X-Country by myself. The weather looked good and off I went (23 July 8:59 am). The first problem was the 35 kt wind coming down the Haast pass and across Lake Wanaka, this meant that the lesson taught about valley flying in wind was put into practice going through “The Neck”. Makorora had 25kt down the runway and a little too bumpy for me so a low pass was enough excitement. Up through the Haast the lessons on wind and sunstrike were put to good practice so the Sting was in rough weather mode, one degree of flaps. After Haast Pass the wind disappeared and it was a relaxing flight down the valley. Two more practice engine failure landings then a quiet 5 kts at Haast.

The cloud was slowly building from the south west, so back through Haast pass was totally clear as were any route further north. As the purpose of the exercise was to practice valley flying I decided to have a look at Turnbull valley (23 July 10:29) as I could easily “bug out” at any time. In the end it was a good exercise. The first (southern) branch had a lovely cloud right down to the Saddle, so use the exit plan and try the next one north. This was better a clear gap over the saddle, but difficult to be 100% sure the valley over the saddle was clear, so no go there. Third time lucky, a big gap and clear vision



down the Burke river Valley. Then back through Haast Pass and Makorora. Another go around due to wind at Makarora then across the Lake past the Wallace’s place.

The Fancy Cockpit electronics was showing 42kt tail wind... about then I wondered whether knowing that was a good idea, perhaps ignorance is bliss? The whitecaps on the lake would have been a giveaway... just keep humming. Wanaka was a gentle 10kt straight down the runway, so a bit of an anti-climax at the end !. Big debrief then lunch.

In the afternoon I went out with Aaron one of their young and keen instructors for some PPL practice and rough field/ short field landings. The Sting is definitely NOT ideal in rough

paddocks; if I lived down here larger wheels would be required!

Next day back to RT through the Lindis, past a burning restaurant in Tekapo, Burkes pass and back to familiar territory.

I had a great time and learnt a lot, but also became aware that I have a lot to learn about Mountain flying. Sitting for a few hours beside someone who lives and flies in the Mountains every day was fantastic if a little humbling. I would highly recommend the Course for people like myself whom want to get into the mountains, the practical is much better than looking at a video (although the CAA one is pretty good).

Glenn Martin 29/07/2015

Clubhouse Clatter

Weather Station: Many of you will have seen the new weather station in the clubhouse and made use of the info provided to the club website. We have now installed a small TV in the clubhouse that will display the weather station outputs in large format. We are also hoping to be able to show NOTAMs on this TV also, so keep an eye out and see what developments Viktor is able to arrange.

Bunkroom: Thanks very much to those who have dropped off linen in the clubhouse bunkroom, it is much appreciated. We are now well supplied to cover the four bunks and four stretchers we now have available. Overnight rates have been raised by the committee to \$20 per person, per night, which provides another small periodic income stream.

From the 'Your Mother Doesn't Work Here' department: It would be appreciated be all if everyone could look after their own dishes and clean up after themselves. The stack of dirty or just rinsed dishes at the sink just makes work for others. Whilst we do have a clubhouse cleaner, dishes are not part of her brief. Please also don't be afraid to empty the kitchen rubbish bin into the orange wheelie bin at the back door; cheers.

Working Bee: As you can see, the new hangar is almost complete. I have kept a note of those who are looking for a hangar spot and will finalise those once we move in. We are hoping to have the hangar completed in the next week. Therefore, we are holding a working bee on Sat 22 Aug, at 0900hrs. This will be to clean up the surrounds of the new hangar, cart rubbish to the dump, sweep out and generally tidy things up. As the two club aircraft will move to the new hangar, we will also be moving the fuel station, paperwork desk and other associated stuff to the new hangar as part of this working bee. ***

0900hrs - Saturday 22 Aug. Many hands make light work!

What's Next: Once we are ensconced in the new hangar, the next project will be the paths between the clubhouse and the hangar, grassing around the aprons and landscaping the grounds, including defining a small grass area to the east of the clubhouse to sit and watch the world aviate by. We intend to achieve this by member working bees and the first will be in early spring.

If you have any suggestions or feedback, please let me know.

Cheers for now

Buzz Harvey

CRAC Facilities Manager

(kiwisfly@clear.net.nz or 027 499 7265)





Glenn Martin departs NZRT in our star Rans S-6ES, ZK-JOR, 15/3/2015
© 2015 Brian Greenwood

Waitohi Fly-in Photo Album, Easter 1990

Bob Johnston

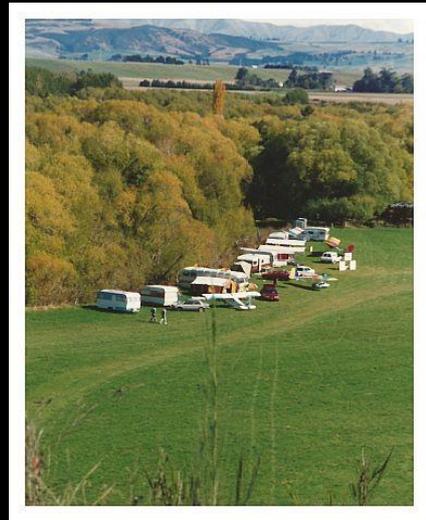
Bob has kindly scanned a lot of photos from the 1990 Waitohi Fly in to share in our Magazine. It's great to see how far things have progressed since then. There's a lot of first-generation microlights with an early Rans S6 and an Avid Flyer making an appearance.



The Richard Pearce memorial at Waitohi.



Above left, Alby Birdling's Thruster



Left, two views of Geoff Lilley's Quicksilver MX



Top to bottom: Two views of Alan and Evan Belworthy's Pietsenpol Air Camper, ZK-PRB; Kim Twentymann's Currie Wot ZK-CYB, Evan Belworthy's Clutton Tabenor FRED ZK-FRD, a CFM Shadow and an early Rans S-6ES.



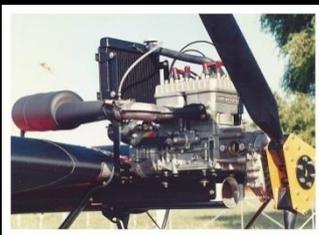
Top left, unknown Bobcat

Top right Rotax 582-power Avid Flyer ZK-VID (later re-engined with a Jabiru)

Right, well known Corby Starlet ZK-EEZ, currently owned by Terry Salmon



Left, LM-1 Cub Replica ZK-FWB



Above, and early Rotax 582 Silver-top on a Chook (sorry, Bantam)

Right, ZK-FWA - but what is it?



The first Avid Flyer in the country was the very attractive ZK-DDD. It was upgraded to a Heavy Hauler model in 1994.

August Committee Meeting Notes

As always, these are not the official minutes, just your humble editor's rough notes.

- Airfield Open Day still being organised, no firm date yet (Stop Press! Buzz advises tentative dates of 17/10, rain day 18/10)
- RGA flew 51 hours in July, JOR 10
- Extremely successful Safety Seminar at Club House on 30th July (see article, page 15)
- Possible Club projector and screen purchase being investigated
- New Hangar aprons completed thanks to Buzz and Small Contracting
- Weather Station working on web site; Club events web page being updated via Mail Chimp e-mails. The club MailChimp database has been updated from the Accounting database . (Viktor and Margo)
- Instructors considering second ASI in RGA on instructors side of the instrument panel.
- Glenn Martin investigating the possibility of an "Outer Control Noise Boundary" being implemented at NZRT. This would have to be done by the Waimakariri District Council but would limit any further residential development near the airfield.
- Volkmar developing Club blog
- Hangar nearly complete, some small finishing touches by the builder and the location of the drainage pits will have to be decided/permitted, and constructed.
- A long discussion on the hangar project and lessons that can be taken from the delay and cost overruns. Most of the delays were caused by manufacturing defects and unsuitable weather, the costs were directly attributable to the WDC requiring extra thickness in the concrete pads plus the lead time of hoist hire vs the unfavourable weather for using them. A big thank you for his persistence and doggedness in bringing the project to a conclusion was passed to Deane. It was noted that the overall hoist hire was still cheaper than the alternative of hiring scaffolding, and that the hangar was still constructed for less money than some smaller hangars currently being built.
- Michael Sheffield is designing a survey for club members, on such topics as future club projects, club direction, etc.
- More discussions on the type of aircraft suitable for the build project and potential club ownership – to be included in the Club Survey
- New Club membership packs – both pre- and post-joining will be created by a new design team.



Left Club member **Bob Johnston** has purchased this CFM Shadow which he will base in Kaikoura once he has completed his conversion.

The Shadow is a very well-respected design by Englishman David Cook. It was later developed into the Star Streak with a shorter wingspan and Rotax 75hp 618 or 80hp 912 engines.

For Sale

Aeropro Eurofox 3K Tow
Advanced Microlight



- 100 hp Rotax 912 ULS Engine
- DUC Windspoon 3-blade Propeller
- Tricycle undercarriage
- Tow hook
- Dynon D1000 Skyview glass cockpit
- Flarm Display
- Transponder
- Garmin Aera 500 GPS
- SL40 VHF Comm

Aircraft is only 2 years old with 180 hours TT and is in "as new" condition
Will be sold with new annual and a 200 hour inspection

Asking price NZ\$103,000 plus GST ono

Enquiries to **Warwick Bethwaite** 027 374 1059 or warwick.bethwaite@gmail.com

Global Campers Special Deal for Club Members!

From the 5th Oct for 5 to 10 days you can take a Motorhome from Christchurch to Auckland. There are 4 Motorhomes available. Daily costs are between NZD30 and NZD50 per day depending on the number of days. We will cover the costs for the Cook Straight Ferry (Motorhome and one person). You can have a look at the vehicle here:

<http://eurocamper.co.nz/en/new+zealand/company/eurocampers/eco-familia-5/>

Motorhome is fully equipped and insured with an excess of NZD250.

Contact **Volkmar** on **0212780035**

For Sale

Airspeed Indicator. Falcon 3-1/8" 0-120 MPH
Great condition - only approx. 15 hours use.
\$120 (New price = \$250 + freight from Aircraft Spruce)



Multimeter. Craftsman 8 function. Brand new - still in packaging.

Great small size to keep in an aeroplane.

\$30



Fuel pressure gauges. Wika brand. Direct pressure sensing to rear NPT fitting. 50mm
All brand new, never used.

0 - 8 PSI / 0 - 60 kPa - Panel mount kit included to suit 50mm hole. Two available.

\$30 ea.



0 - 35 PSI / 0 - 250 kPa Two available.

\$20 ea.



Clecos - 3/16. Qty 30. Brass coloured. All brand new, never used, still in Aircraft Spruce packing. **\$25 for the lot.**

Please contact **Buzz Harvey** on
027 499 7265 or kiwisfly@clear.net.nz

Vale Les Munro

It's unlikely you would have missed the media reports of the passing of Les Munro, who was the last surviving pilot from 617 Squadron Dams raid.

Les Munro gained world recognition when he was going to sell his medals to help fund the Bomber Command Memorial in London. Instead, English Philanthropist Lord Ashcroft donated £75,000 to the memorial and a further NZ\$19,000 to the Museum of Transport and Technology in Auckland to allow them to securely display the medals in New Zealand.

Les Munro passed away on August 4th in Tauranga, at the age of 96.



HM King George VI speaks to (then) Flight Lieutenant Les Munro, with Wing Commander Guy Gibson on the right, 27/5/1943.
Imperial War Museum Collection, ref TR999

Vale Jack Stafford

Receiving less publicity was the passing of John Harry ("Jack") Stafford on August 1st. Jack Stafford trained with the RNZAF in New Zealand during 1942, and arrived in England in 1973. He flew Hurricanes before moving on to Hawker Typhoons and then Tempests with 486 (NZ) Squadron.

For a period this Squadron (as part of Roland Beaumont's Wing) specialised in defending against the V1 Rocket. However Jack did shoot down the squadron's first Messerschmitt 262 jet fighter.

Jack had a special empathy for the mothers who had lost sons during the war. "Now we want other people to know the sacrifices these women made", he once said.

Jack died peacefully at the Edmund Hillary Retirement Village in Auckland on August 1st.



Vale Ces Collings

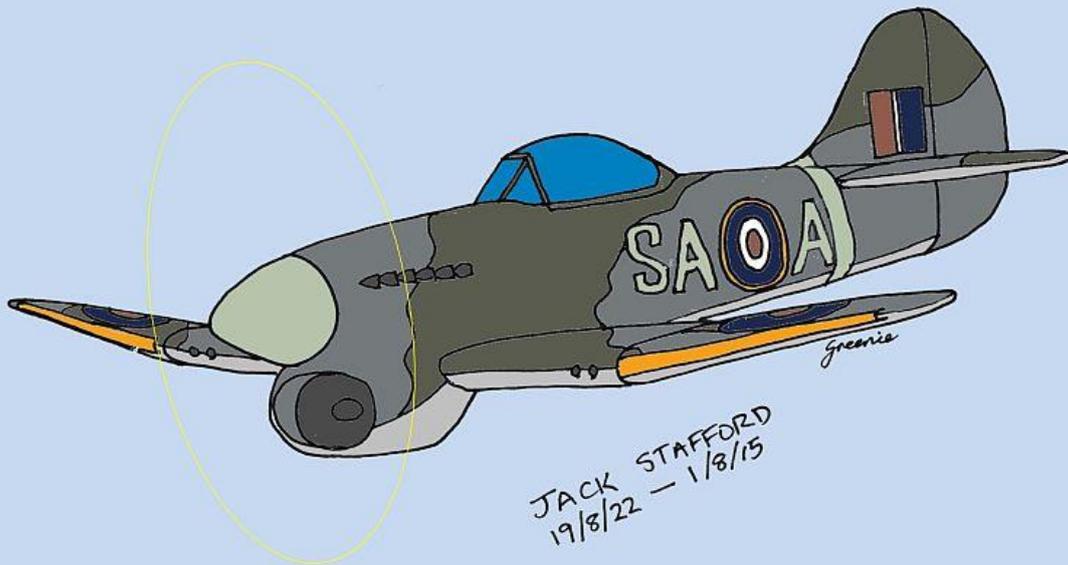
I've just caught up with the sad news that Ces Collings, well-known local aviator and husband of Pam Collings, passed away unexpectedly on July 4th. I have no details but just want to pass on our heartfelt sympathies to Pam and the family.

CRAC Safety Seminar, 30th July

Duncan Fraser compered the Club Safety evening on July 30th, with **Nathan Clarke** and **Chris Pennell** presenting. Nathan's obvious experience as a GA Instructor shone through, and it was a pleasure to listen to his common sense approach to flying.

Chris's presentation was about his long experience flying, from chasing Elephants in India, through his experiences with early microlights, to the recent loss of his much loved Jodel D.18. It was a very entertaining, instructive, and sometimes moving talk, with plenty of photos to illustrate it.

Bruce Burdekin kindly arranged the dual projectors, screens, and sound system. I'm not sure if another one of these will be organised, but if so, it's a must see. A hearty 'Thank you' from your editor to all those concerned in organising this event (**Duncan, Nathan, and Chris**).



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Upcoming Events

August 15th – Fly-in to Claude McKavanagh’s strip, 4nm SE of Hororata. Please let Claude know you’re coming, 03 318 0075.

August 22nd – FRTO seminar for students and pilots – register with Volkmar, volkmar@global-campers.com

August 22nd – (same day as above) – Working Bee at the new Hangar, 9:00am start

August 28-30th 2015 - Brass Monkey to Tapawera.

September 12th – Taildragger fly-in to Bridge Pa. Register with stephanie@stm.net.nz

As always, Club Captain **Paul Godfrey** may coordinate some local flying events that will be run with short notice (weather dependent) so keep your eye on your club e-mails and the noticeboard.

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.

Contributions

Thanks to **Volkmar Wollenweber, Glenn Martin, Bob Johnston, Buzz Harvey**

Next Newsletter

Contributions invited.

Brian Greenwood

Editor (editor@crac.co.nz) All images in this newsletter **copyright 2015 Brian Greenwood**, unless otherwise noted

New Members July 2015

Welcome aboard to:

- Grant Gemmell**
- George Gemmell**
- Harold Robertson**
- Hamish Crowe**
- Max Earnshaw**

Please make our new friends welcome.

Congratulations

Kenneth Mitchell, Advanced National

Web Site:

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Photos

www.crac.co.nz/photo-galleries