

RecWings

The Magazine of the Canterbury Recreational Aircraft Club



- Rangiora Airfield Open Day Album
- Airshow Photography
- Hangar Rash and Humility
- CRAC Safety Officer's Report
- Charge out rates for RGA and JOR
- Post-Solo flying – it's great!
- CRAC New Aircraft discussions
- NZRT Taxi way closures
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November 2015

Editor's letter

The Rangiora Airfield open day has come and gone, and was a huge success in everything – except weather and consequent visitor numbers! If the Weather Gods were smiling at 9:00 am, they must have been rolling on the floor laughing by 10:30 am – it was wet, windy, and very cold.

Despite this there were more visitors that I would have expected – I recall seeing one family caught in a downpour pushing a pram in the open space in front of the club house. They were fair running and the pram was well past V1, heading rapidly for V2. I was going to call “rotate” but I didn’t think they’d appreciate the joke!

Other memories from the day were the excellent static displays we put on (despite the weather!) and cruising around trying to take some meaningful photos. Margo was freezing in her hanger whilst she kindly let people sit in the Alpi, there were some energetic school kids there when I visited. John McCaul and Valerie Main (along with another lady who’s name I didn’t record, sorry) valiantly manned the loan barbeque in conditions which reminded me of the Everest movie. The Cresco did two impressive displays, and a Harvard did a cool fly-over (sub-zero in fact), Deane Phillips and Stewart Bufton even managed some flights in their 701’s. The line-up of Kitfoxes was well attended, and Ross Marfell’s Alpi 300 and Glenn Martin’s Sting definitely flew the flag for advanced Microlights. It was excellent to finally meet Gert van Kruiningen and see his award-winning Bleriot, as featured in last month’s RecWings.

I handed out quite a few brochures (as did Scott James, doing an excellent job of “selling” RGA) and a few others. Apparently we didn’t hand out many membership packs, but we don’t need to take on a huge increase of numbers – a

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steady increase is far easier to manage . Let’s face it, dozens of new members would require more aircraft than we could afford and wear out our precious instructors faster.

Above all I was impressed by the cheerful way the club pitched in and worked together, and welcomed our visitors. We could have had more through the club house and I think we need to direct more members of the public down to our end of the field (somehow), but I for one really enjoyed the day.

Lets do it again – soon!

Cover – Ross Marfell’s Alpi 300 graces the airfield open day, with Gert van Kruinengen’s Bleriot blurring the background . Photo Brian Greenwood

Air Show Photography

Brian Greenwood

The Club has many excellent photographers amongst the members, I do not claim to be one of them! However I do have a little experience and was lucky enough to be granted a media pass to Warbirds over Wanaka 2014.

These are my thoughts, based on my hard-won experience. Your Mileage May Vary!

Airshows

You'll need to go to one, and try to get on the 'up-sun' side of the field when you get there. That's difficult at Wanaka, but Omaka is easy. Wanaka has some amazing lighting at times to compensate. They're the two biggest shows in the South Island but of course any fly-in will do for enthusiasts.



Equipment

It used to be the preserve of fast frame rate SLR's and dSLR's but that's changing. A good fast focussing point and shoot will do – and there are lots of new cross-over cameras with SLR-like features but digital viewfinders. A decent zoom or telephoto lens will help bring the action close. I use an old Canon 100-400mm which I've owned since new, and love to pieces.

If you have a point and shoot camera (or mobile phone) it's still possible to get reasonable shots, but concentrate ground displays or wide angle shots – it's very difficult to track a flying aircraft without a viewfinder. You will get it in the frame but getting it sharp without being able to brace it against your head is difficult. I'm perfectly willing to be proven wrong on this!

Camera Settings

You have to know a little about your equipment, but here's my take. I generally use shutter priority, and use

between 1/250th and 1/400th of a second for propeller driven aircraft. I let the aperture set itself, sometimes dialling in a little over exposure for dull weather days. I take a lot of photos and get a lot of blurred ones – these are very slow shutter speeds for a zoom/telephoto lens. The up side is, every tenth shot is sharp and has a beautiful prop blur! For jets, I start at 1/1000th.

For focussing, my camera allows me to choose the centre spot, with the camera set to AI Servo (which means it will re-focus as the subject moves). The pro photographers I met were quick enough to select the focus point during panning, but I'm not that good.

Needless to say, continuous shooting mode is a must, the higher the frame rate, the better. My old 7D would rattle along at 8 fps, but the 5DIII only does around 5. However the image quality is a million times better.

On my full frame cameras I leave the ISO on auto, it seems to pick the lowest one it can (the lower the better). On my old 7D, however, anything over ISO 400 was getting a little noisy (that's a kind of coloured speckle when you look at the photo at pixel level) so I set it to ISO 200 and left it. It's a matter of knowing your camera gear; however it was Alex Mitchell (a well-respected photographer) who gave me this tip.



Taking the photo

Try to pan smoothly, keeping the aircraft in the frame. Keep the shutter button depressed and don't worry about when the perfect shot is taken. My brother calls this the 'Spray and pray' method. I generally stop once the aircraft has passed but there are always exceptions to this. I try not to shoot aircraft undersides either, but whatever floats your boat.

Copyright

Unless you can sell the photo for vast amounts of money, make sure you retain the copyright. As the author of these images you have to protect your rights. If you send any to mates, post to facebook, flickr, etc, plaster it with a copyright notice.



Enjoy...

One final thing, don't forget to enjoy the airshow! You've paid a lot to get there so don't spend the whole time chimping through a viewfinder. Except when the aircraft is sun-up, rolling in to do a canopy-up high speed pass (like the fantastic displays that Keith Skilling always does).



Thanks, Keith!



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CRAC Online Forums

Go and register on crac.nz (not crac.co.nz!) for our online discussion forums.

These are a great way to stay in touch with your club friends, and buy and sell gear without a commission!

New VNC's

As mentioned in the latest Raanz Recflyer (Happy 100th, by the way – that's a great milestone!) the latest Visual Navigation Charts are out. Take the time to upgrade your library and save some embarrassment.



I learned about flying from that... Hangar Rash and Humility

Anon the mouse

Many of us who own aircraft and store them in a shared hangar have been the victims of Hangar rash. It can be in the form of a broken light, scuffed fabric, a dent in the metal, or scratched paint. I've suffered from the first two myself. It's galling, and sometimes one wonders how somebody else could be that careless.

Until you do it yourself. Yes, I damaged some of my hangar mate's aircraft. I always said that I would be annoyed if I damaged my own aircraft, but mortified if I damage anyone else's. Well, it was my turn to be mortified, and to learn a little humility.

I hate moving other people's aircraft around – these things are their owner's pride and joy, and I know how hard people have to work to earn these beautiful machines (even 701's are beautiful – to their owners!) so I do try to be super careful. It takes a mind that can work in 3D and has good spatial awareness, both attributes of good pilots anyway.

The aircraft were packed in very tightly, and I was concerned that I was going to hit the high-wing's propeller with the wing-tip of the high-tech low-wing that I was moving. I walked back and forward to check a few times because it was tight, and rotated the prop a few degrees. After missing the propeller, there was a slight, plasticky scrapping sound- the upturned wingtip had hit the fibreglass cowling! To my mind it was worse than fingers down a blackboard. Examining the point where they touched, it was obvious that I'd missed by a very small amount, maybe a centipede or so. Make that a centimetre perhaps. Can I push the high wing back to clear it? No, the port wingtip is pretty well touching the hangar structure. No choice but to push the low wing back over the impact point, grrrr!

The end result was a chip of paint off the high wing's black cowling, about a centimetre square, and a slight stripe of black paint on the low wing's wingtip, which wiped off easily. Damned annoying though! I looked at the four aircraft in front of mine and gave up for the day.

I e-mailed photos of the damage to my hangar mates (just as well that I knew them, I reckon there should be a list of names, regos, and contact numbers/e-mails in every hangar), who were very understanding and forgiving. You learn a lot about people's character when you're apologising, in this case it was all positive! I guess in the scheme of things it could be a lot worse, but I felt pretty annoyed with myself.

Shoulders back, chest out, head up, learn by your mistakes and carry on!



Graeme Main brings his Sapphire safely back to earth after the first circuit since purchase. A beautiful, daisy-cutter landing.

Photo Brian Greenwood





Peter Collins shows us how it's done in his gorgeous Ibis Magic GS-700 ZK-PLC

Safety Officer's Report

Duncan Fraser

Considering the number of aircraft movements conducted by our members I congratulate you all on the low number of reported incidents. Many thanks to all those of you who maintain high standards of airmanship.

I have noticed two common themes in the incidents observed by or reported regarding our club members.

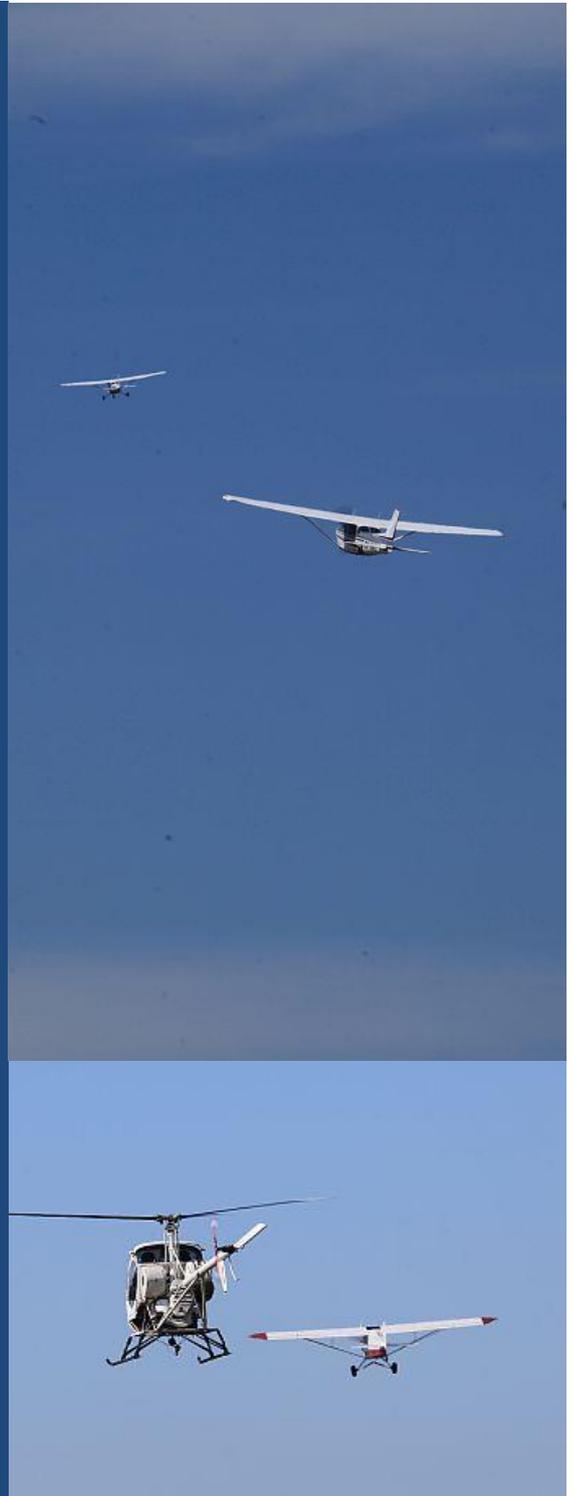
One of these stems from short cutting the recommended circuit rejoining procedure at Rangiora, in particular from the east. Although it is not mandatory to rejoin Rangiora from overhead, it is recommended practice for our members to do so. Please make the overhead rejoin your standard procedure for joining at Rangiora, thereby lessening the risks of cutting someone off within the circuit. If overhead is congested fly off and enjoy the local scenery for a little longer.

The other concerning reports coming through us that of AIR-RAGE. Generally when incidents are analysed both parties are partly to blame. Rather than "throw your toys out" do step back and ask yourself what I could have done better myself. We all make errors of judgement and hopefully, with experience and assistance from others, learn from these. A controlled and constructive process to deal with incidents will provide a more positive outcome and less emotional embarrassment for both parties.

Remember, the defensive pilot looks out for other aircraft at all times and does not assume they shall do the PREDICTABLE.

Enjoy your flying and help others enjoy flying also

Duncan Fraser
CRAC Safety Officer



A Brief History of Tecnam

Two brothers, Liugi and Giovanni Pascale, started an aeroplane company called Partenavia in Naples in 1948. Eventually Partenavia was nationalised under Aeritalia, which was then absorbed into aerospace and defence company Finmeccanica.

In 1986 the brothers sold the rights to their most successful aircraft, the twin-engine P68. This helped finance the establishment of S.R.L. Costruzioi Aeronautiche Tecnam, known to us simply as Tecnam.

Tecnam has produced a range of models under the LSA, Microlight, and General Aviation categories, and is entering the four place light aircraft market with its new P2010 model. It already has a light twin (P2006T) and is developing an 11 seat twin, the P2012T.

December Committee Meeting Notes

As always, these are your scribe's rough notes and are not the official minutes.

- JOR's oil consumption has been checked by Stewart Bufton, further adjustment and testing to come.
- The drain sumps on the new hangar are ongoing, starting soon.
- Open Day as successful as possible given the weather! Another pencilled in for 18 months (17/3/17)
- CFI reports a trend amongst students to not continue after solo
- Stewart Bufton reported on the Airfield Advisory Group and the Council's plan to re-grass some areas (see article P19)
- Safety officer reported on overhead joins (see article P12)
- Some discussion on the headsets in JOR, Deane to loan two ANR headsets to trial
- Security cage in Hangar 2 completed
- Fuel plans for Rangiora still positive, another party may be interested in supplying MoGas 95 on the field
- IT Group reports a tidy up of the new membership documents on the web site, and survey results to be e-mailed shortly
- More discussion on a new aircraft, see article
- ATC having an open night on 26/11/15, some club members asked to provide rides
- Stewart Bufton recommended new charts and maps for the clubhouse and aircraft – Buzz obtaining new versions
- Charge out rates for aircraft increased – see side bar
- Trim button and PTT on the control column approved for RGA
- EFTPOS facilities to be investigated for the club
- Cabbage trees around the club house to be replaced with a more suitable plant
- Hangar 1 defects discussed especially door faults and grinding swarf rusting the cladding. Remedy being sought from door manufacturer and builder respectively.

Charge out rates on RGA and JOR

As mentioned in the Committee meeting report it was decided to increase the hourly charge out rates for both RGA and JOR to \$125 per hour and \$95 per hour respectively, from December 1st.

This decision was not taken lightly and was the subject of robust and healthy debate. However it is obvious that we're losing money on JOR and not making too much on RGA.

We still have the cheapest flying rates that we can find (by quite a way) so still believe that we're offering excellent value for money.

New Aircraft Discussions

You may have noticed some comments on discussions about new aircraft in the past couple of committee reports. The committee is not rushing out to buy another aircraft, any decision will be subject to rigorous financial scrutiny and HAS to be passed by a quorum of club members at a Special General Meeting (or AGM).

The subject arose because there was a good second hand aircraft available and a generous financial offer (loan) from an interested party. However the second hand aircraft is probably not an option in this case, so the discussion has moved on. The financial package is probably a great idea so there is a little project looking at this, this is just good management. It may come to nothing, but if the committee do decide to support it then a viable financial plan will be developed and the club will decide.

A few of the points to ponder: We're losing money on JOR; the charge out rate should be similar to RGA, which makes it untenable. RGA averages 1.3 hours a day, JOR about 0.4 hours. Most seem to believe that a second aircraft should be the same type rating as RGA for operational flexibility (same as JOL/JOR a few years ago). There's a lot for the club to consider before any decision is made, get your thinking caps on.

So You've Gone Solo – What Next?

Like many pilots I remember the many hours plodding around the circuit, it seemed interminable and, in some ways, became the definition of flying for a while. Luckily I persisted past this stage and found out where the fun stuff really is! In those days I was learning with the Canterbury Aero Club. The next steps were such exciting things as the advanced upper air work (Steep and Max Rate turns), Low Flying (that was fun), and my favourite was short take offs and landings. I well remember the carrier style approaches (with a few extra knots for wind shear) onto the sealed strip at West Melton. Compass turns, on the other hand – you can keep them!

The Microlight course is a little different, and it has the massive advantage of having a graduated certification program. You can work through an Intermediate Certificate, Advanced Local, or Advanced National certificate. In other words you get a little more freedom quite quickly. Many members simply potter around on an Intermediate or Advanced Local certificate for years, it's certainly enough to enjoy yourself thoroughly.

One of the best events is your first solo cross country. To me it rates up there with your first solo circuit, all freedom with a heavy dose of personal responsibility. And the cherished thought that you were never really lost!

Before you're ready to be let loose on your cross country solo, though, you will be guided through some wonderful flights by your friendly Instructor. Although it's pretty trivial to drive to Ashburton, flying there from Rangiora is definitely a minor adventure for a new pilot. It's not hard at all, you just have to watch the changing air space (which means being in the right place at the right altitude) and learning your radio procedures – calls before and after changing frequencies, and when to change the frequencies. For a new pilot (and probably the old ones as well, I will tell you when I get to that stage) this requires good pre-flight planning. This is also the stage to do a final check on the weather (no excuse now it's free for us – kudos to the CAA for pushing for this). Learning to do this properly is a huge thrill on top of your recently acquired circuit skills.

I reckon the best bit comes after you've soloed – keep with it, it's worth it!



Just to prove that JOL does get out from time to time – here's Iceman and me on the way to AshVegas. I'm laughing at how the world doesn't match what's on my map. Silly World.

Rangiora Airfield Open Day Photos



Right, I'm not saying it was windy but...

Below, Ross Marfell's Alpi 300 and Glenn Martin's Sting fly the flag for Microlights



Above, after learning how contagious Microlights are, the wee fellow runs away!

Left, Gert van Kruiningen's Bleriot in the foreground, with Margot in the hanger on guard duty.

Right, Mike, Graeme, and Ken display some of their toys, including ZK-MGK.





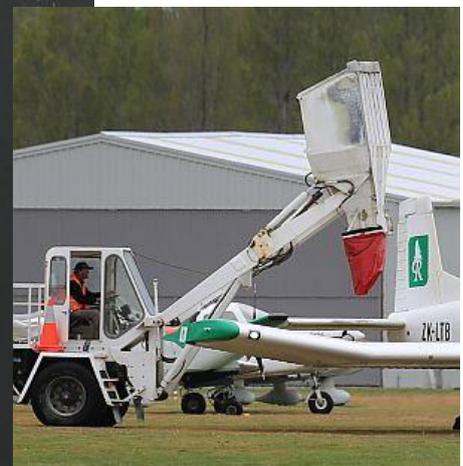
Above, not quite Warbirds over Wanaka crowds but there were a surprising number of people on the field despite the rain.

Right, a committee designed high-wing low-wing V tail (Biplane Bonanza?)



Left, Aerowork's Cresco ZK-LTB performing a dump with style! A fire-fighting demo.

Below, a very long telephoto shot of Club Safety Officer, Duncan Fraser, doing his daytime job with ZK-LTB.



Phantom Photos

All of these images were taken prior to the August 1st changes to the UAV rules. All of them are now impossible to take due to uncertainties over land ownership (riverbanks especially) and departments like DOC charging large amounts for low risk activities.



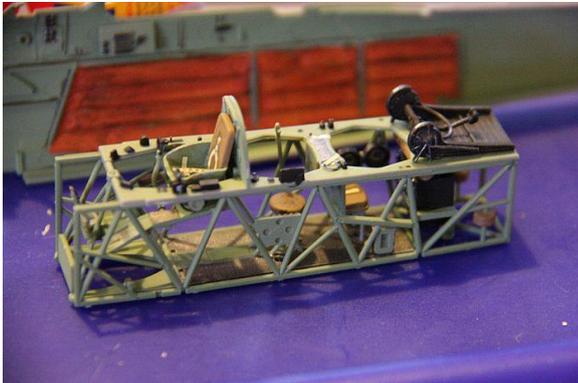
Top to bottom: Lake Lyndon, Ashley Railway Bridge, Kaikoura, Kaikoura Coast, Gore Bay, and Totara River's abandoned Railway Bridge near Ross.

No person or animal was harmed during these flights. No property was damaged, no rights were infringed. I did wait 30 minutes for a white heron to vacate the area before flying at the Totara River.



Modeller's Corner – Tamiya 1/48 Swordfish I

I have warned people previously – if there's no articles submitted you will get the odd modelling one thrown in! This month I have made progress on a Sea Vixen and a Lightning T.5, but the subject of this article is a model I finished a couple of years ago.



Tamiya's beautiful 1/48 kit of the Fairey Swordfish was released in 1999 and was universally praised as being one of the best model kits ever. It is certainly a well-designed model and probably quite a commercial risk for Tamiya – they wouldn't sell as many as an F16 or Me109. It was quite expensive at the time; I remember paying it off over a couple of months.

The kit itself is simple enough for a biplane but the colour scheme I chose made it very complex to paint.

The upper surfaces were Extra Dark Sea Grey and Dark Slate Grey, except the top of the lower wings and the forward part of the fuselage which is Dark Sea Grey and Slate Grey (i.e. slightly lighter). The underside is Sky Grey which I originally took to be Sky type S but is in fact quite different. I ended up ordering most of these hard to get colours from Hannants in the UK (Xtracrylic).



To make it simpler to spray I painted the sub-assemblies



individually and joined them together at the end. This did cause a slight problem with the kit's only flaw. Somehow the bottom wing ends up with an anhedral instead of being flat, with a dihedral on the top wing



outer sections. The only way to fix it was to file away at the upper

wing centre section to reduce its width. Mine isn't perfect but it is close enough, I've seen some shockers on the net. Apart from this, it's a classy model of an under-appreciated aircraft.



Rangiora Airfield Taxi way upgrades

Hopefully you've all received the news that a large part of our taxi areas will be out of bounds for a period of time – probably at least 4 weeks from the start of the project. They're replacing the top soil down to 300mm, seeding it with an appropriate grass, and installing a decent irrigation system to properly water this investment.

However it does mean NO wheeled movements over these areas – cars, aircraft, fuel trollies, etc. There is some tolerance if boards are placed under the wheel tracks during movements, but obviously this is not easy nor do they want it to be a common occurrence. Effectively any aircraft hangered in this area will need to find alternative hangarage if you want to fly in this period. Worse still, we can't find out a definite commencement date for this, it may be started by the time you read this (hence the all club e-mail last week).

If you need to find hangarage, please contact Mike Sheffield (president@crac.co.nz or 327 6448 after 6pm).

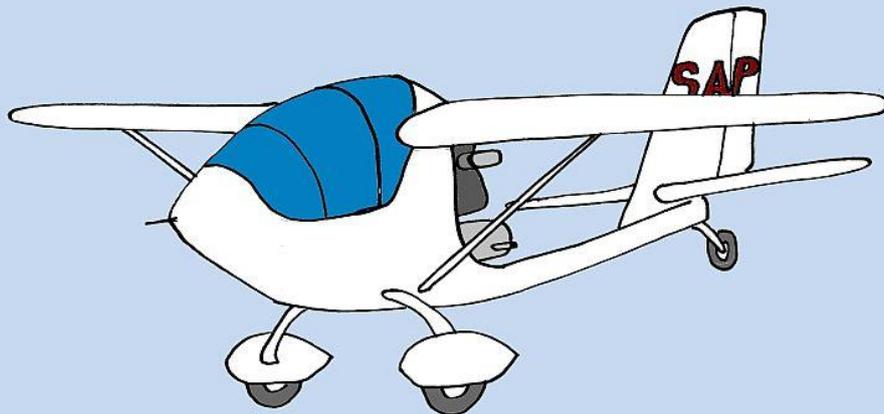


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Interested in joining us?

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 enrolls you for the magazine, too.



Want to subscribe to this free magazine? E-mail your name to editor@crac.co.nz and we'll add you to the non-club mailing list.

Upcoming Events

December 6th – Club Christmas Party at Caesars Restaurant and Bar in Belfast. RSVP to **John McCaul** at belross@xtra.co.nz by November 20th.

December 13th – Club Barbeque (second Sunday of the month) followed by a flight, somewhere! (To be confirmed)

***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 and Attributions

Duncan Fraser, Club Safety Officer's Report.

Next Newsletter

Contributions requested, publishing deadline 2nd December 2015.

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

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New Members

Welcome aboard to:

Gordon Moloney
Bruce Gardner
Kyle Esler
Peter Aspell

Please make our new friends welcome.

Stewart Bufton, Flight Instructor
Kerry Millar, Adv. Local
Steven Wollenweber, FRTO
Glenn Martin, Adv. National
(with apologies to Glenn for getting this wrong last month)

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