

RecWings

The Magazine of the Canterbury Recreational Aircraft Club



- **Aircraft Ownership**
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- **More on the Oxford Fly in**
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May 2016

It's YOUR Magazine

I generally get some very positive comments about RecWings, to be honest I thrive on the feedback. In reality humans are not always the best at positive vibes, so the warm fuzzies I get really do pay for the work in each issue.

I am guilty of having my circle of friends and sometimes concentrate on these, for which I apologise. Rest assured that I'm keen to seek further contributions particularly Club, Microlight or LSA related. I have never turned down anything submitted for publication, so far.

So, here's the official invitation: If you have something so say that's suitable for a Microlight-focussed club magazine, write it down and send it through! I do have some standards, this is not the right forum to engage in some of the more heated aspects that attend every human endeavour, it's a friendly club magazine that goes around the country. Clockwise, if I recall correctly. I do try to see every side of a story and may disagree or seek committee approval prior to printing, but that's never been an issue so far. I'm also willing to ghost write if necessary.

While I'm on the topic of the Magazine, I promised to do it for two years, next December will be the two year mark,

although I only started doing it monthly from March last year. My theory was that a larger format will attract writers and contributors and gain a momentum of it's own. This and last month's bumper contributions may be the way of the future or might have been a statistical blip, time will tell! I will see it through to March 2017 (all going well) and we, as a club, can decide what to do with it after that. One thing's for certain, we need regular updates on club activities and committee deliberations on a fairly regular basis.

In case you haven't noticed, CRAC is a dynamic, industrious, and collegiate hive of activity, with lots of circles of friends doing lots of interesting things. A Newsletter or Magazine is a corker way of communicating them. One day, perhaps, Facebook will end this, but there's something enduring about a magazine format. I reckon, anyway!

Front cover, Margo and Tony in Margo and Viktor's Alpi ZK-LPM, July 2015

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Aircraft Ownership – Hire or Buy?

Brian Greenwood

My experiences as a relatively new aircraft owner may be of interest to some readers, particularly when it comes to costs.

The decision to buy an aircraft, especially a Microlight, is almost always an emotional decision. In my case it was brought about by the realisation that I could achieve an ambition that I never really, truly, believed I could – up until the invention of Microlights. Wonderful things that they are! Even so, it took the second generation of cabin monoplanes (complete with heater) to interest me.

Should you buy an aircraft to train in or post-training? That's up to you, I did the former and spent more of my time owning and maintaining an aircraft than actually flying.

In retrospect I reckon it's probably easier to train in a club aircraft than your own. My reasoning is this: While you're concentrating on learning a whole new set of skills and facts, the club takes care of everything else.

You don't have to worry about things like maintenance, fuel supplies, annuals, registration, landing fees, hangarage, and insurance. "Your" plane is always at or near the front of the hangar, well taken care of and ready to go. Maybe the fuel needs a top up, if the previous pilot was lazy, but that's about it.

However, if you do want to buy your own aircraft for training, make sure that your Instructor is agreeable and rated in the aircraft type.

Everybody's finances are unique and we all have different incomes and priorities in life. Of course the rule of finances is always save the money first. I didn't – I did it as an extension on my mortgage which disappeared when I bought a new house. You could argue that I used the capital gain on my old house to buy the aircraft, but of course the new mortgage IS dearer as a result. There is always an opportunity cost of purchasing anything – for most of us that means lowering our existing debt.

I was lucky in that I had decision-making flexibility (i.e. was single!) and the ability to increase my repayments. Getting the idea past your significant other (Financial Controller) is up to you.

However you get the money, you will have to set yourself a budget to work with. I usually find the credit is easy; it's the monthly outgoings that need very careful attention. Microlights are available between \$5000 and \$200,000, I'm sure you could spend more if you tried. \$10,000 would buy you a very usable Bantam, \$30,000 to \$80,000 for a Rans S6, and there's deals on Zenair 601's, 701's, Jodels, Tecnams, etc on Trademe

quite often. Kitfoxes don't seem to come up too often but are a very desirable aircraft (talk to Paul Godfrey!).

Your selection of aircraft is outside of my scope, however the proliferation of 701's and Tecnams on the field says a lot.





One section that should not be ignored is the ever-popular trike. On a fun for buck basis these aircraft are hard to beat, and there are a couple available between \$7,000 and \$16,000 shortly. Likewise there is an ever-burgeoning interest in Gyrocopters and even helicopters these days. Find a plane to suit your tastes and budget. And then seek advice!

We have a number of good people on our field who maintain aircraft. Ask their opinions and see if they'll do a pre-purchase inspection (if possible). Then it's a matter of checking your budget and finding a plane (most of us do it the other way around, fall in love with a plane and make it work).

Here's my rough costs for operating JOL. I work everything out on a monthly basis, just bear in mind that there are 4.3 weeks in a month on average. That 0.3 extra adds up and bites a tight budget on the bum sometimes.

Cost of Capital	who cares, hidden on the mortgage
Hangarage	\$150, \$161.25, or \$200 per month
Landing Fees	\$10 per landing casual, or the club deal of \$65 per annum
Fuel	4 hours per month x 16 litres/hr x \$2 = \$128 (very roughly!)
Oil	\$50 every few months (mine's a 2 stroke)
Registration	\$180 yearly (roughly) = \$15/mth
Annual Inspection	\$200 yearly (very roughly) plus required repairs = \$16/mth
Repairs	the big unknown; mine was only a couple of hundred last year.
Maintenance	Some spark plugs every few months is pretty much it! Some people put aside an amount for the next full engine overhaul. I'm not flying enough to worry about that – until it comes.

Insurance full hull insurance varies, it pays to shop around. Many pilots just fly on third party/public liability insurance (we should all have that; it's required for flying over some areas). Do your own research but you can fully insure a \$30,000 aircraft for between \$70 and \$120 per month depending on your experience levels and aircraft type.

I'm not going to do the maths on what it costs me to fly per hour – it's cheaper than golf and a million times better. Being able to take responsibility for my own aircraft and know that I'm the only one flying it is worth it. I know I can't do this forever (originally it was only going to be for 2 years) but I'll keep it going while I am enjoying it.

The 'Warthog' Hangar Facility is available for up to 6 microlights.
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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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Aircraft Syndication

Mark Saunders

I have been a member of CRAC for almost exactly two years now, enabling me to get back into flying after a nine year hiatus. I obtained my PPL in the UK in mid-2001 (approx 150hrs) and my less-than-generous salary as a high school teacher soon meant that I could no longer afford to fly GA aircraft. Becoming a CRAC member two years ago allowed me to enjoy the benefits of flying at a reasonable cost. I obtained my Advanced National certificate in November 2014 and have enjoyed flying RGA very much, accumulating about 50 flying hours since then.

I am now ready to move on to the next stage and that is aircraft ownership, preferably in partnership with a like-minded party. What I have always wanted to do is to construct my own aircraft,

but the cost of doing this on my own was and still is prohibitive. I could raise (at a push and a friendly chat with my bank) about \$30K reasonably quickly. There are indeed aircraft available currently for sale at that price, but many of these are GA aircraft rather than Class 1 or 2 microlights. I would prefer to stick with the microlight option, but there is virtually nothing for sale for \$30K which is a practical option for me - I am 6ft 2in tall and require a minimum cockpit load of 200kg if I was to take a passenger. RGA is a perfect aircraft for me but a new one of my own is way out of my price range.

Is anybody in our microlight community who is currently a member of, or may be interested in, a syndicate of a used (or new) microlight aircraft in the \$60-70K range? I would be very happy to participate in the purchase and construction of a kit - I just need someone else to share the cost and construction time. Oh, and somewhere to construct it, of course! I was particularly impressed with Stew Bufton's Zenith CH701 STOL when he took me up a few months ago - that kind of aircraft would be ideal.

Editor: If anybody would like to contact Mark please send it via our e-mail (editor@crac.co.nz) and we'll put you in touch.



May Day Kaikoura Flight

Michelle Polglase

Sunday 1 May was absolutely perfect weather for a 'Drop of the Hat' trip to Kaikoura. Leaving RT at 9.30am, the decision was made to fly up the Coast and off we all went. One of the great things about joining the 'WhatsApp' group is the opportunity to communicate about spare seats, and I was lucky enough to go up in Roy's Tecnam, PAB. An easy 40 minutes and we were there.

Close the Hangar Doors!

After moving aircraft in or out of the club hangars please ensure that the hangar doors are closed. We've had instances reported of strangers admiring our fleet of aircraft, in two cases unsupervised. Keeping the doors shut also helps to keep the birds out, and the dust.

Shared hangars implies shared responsibility, YOU have to look after other people's property, in the same way you want them to care for yours

Visual contact on group trips is obviously rather important, and I have an enhanced respect for formation fliers. There was a lot of communication on the chat channel and giving of position reports, and on the return leg we flew at the same speed as TGT and MGK. There's something quite magical about flying together, along the coastline, in perfect weather with stunning scenery.

In fact it was so good we carried on to Alistair's strip at Ladbrooks, enjoying a late lunch at 'Memorys Restaurant' before returning to RT.

Fun flying, social, spectacular scenery - what's not to love about flying light aircraft in NZ...?



Above, the queue to take off – thank goodness the queue for the loo wasn't as long.



From the top, Alpi's MGK and PKT, PKT on take off, and Wayne Lindebaum's lovely Europa

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ALEXANDRA AIRPORT : CENTRAL OTAGO

Right, Paul Godfrey's new ride, Rotax 912-powered Kitfox ZK-JFA



Left, Alistair King's Tecnam ZK-TGT

Right, Graeme Main and Scott James depart in Graeme/Mike/Ken's Alpi.



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Loburn Abbey Airfield Fly-In

...featuring Replica, Classic, and Sport aircraft...
Your T-51 Mustang and Mk-26/B Spitfire Agents Downunder

You and your aircraft are invited to come along and enjoy the company of like minded pilots and planes with a passion for Replica, Classic, and Sport aircraft at the Loburn Abbey Airfield Fly-In, home of Campbell Aero Classics and Campbell Aviation. All day sausage sizzle and hot drinks provided.

This event is also in celebration of Ivan's 65th birthday!

When: Saturday 21 May 2016

Time: 1000-1600hrs

Where: Loburn Abbey Airfield

183 Stonyflat Road, Loburn, Rangiora

G.P.S: 43° 14' 01 South; 172° 29' 39 East

Elevation: 380' AMSL

Loburn Abbey Airfield is an uncontrolled airfield;
CAA AIP 'Loburn Abbey Aerodrome'



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Keeping alive
the Golden Era
of Aviation...

Safety Corner – Microphone positioning

Wayne Wilson

I fly most days and listen to a lot of types of aircraft transmissions. It is amazing that the number of good clear radio transmissions and noisy transmissions seem to be linked to those that use proper microphone positioning and those that do not.

The trick is to position your microphone near your lips so that 'pursing' your lips will just touch your microphone. Any further away will not allow proper modulation of the transmit circuit and result in increased background noise. This has been proven in JOR when one person is barely readable with static and background noise and the next person flying will be much clearer and readable.

Patron's Notes

Wayne Wilson

Airfield Visitors

I am out at the field most days. Lately, I have noticed quite a few unfamiliar faces roaming around the field and our hangars. While we can't police everyone that goes into our hangars and club house, we can keep an eye on them and introduce ourselves if convenient. That way, if they are just lookies, then they know that they are being observed.

I went to pull my plane out on the morning of 22 April and found that someone had been into my cockpit and pushed the mixture control to full rich. If using a normal GA engine, this would be annoying but in my case the mixture control on the Aerocarb is a direct fuel feed from the fuel tank. With the mixture control rich, fuel enters the intake manifold even without the engine running. This is an extremely dangerous situation as fuel will immediately begin to flow - all over the hangar deck. To prevent this happening, I installed an inline master fuel tap that can be accessed from the cockpit.

Fortunately, I had actuated this master tap after my last flight and so the mixture control was ineffective. I have this item on my check list and after 4 years of use, it did the job.

I am now engineering a door lock system for the airplane that will still enable the aircraft to be moved.

Paint Matching

I had an occasion to spruce up my wee Piet and needed a colour match for paint as the original 18 year old paint in the can was stuffed.

Went to RJP painters behind the Z station in Kaiapoi with the Piet's door and asked if they could match the paint. No problem they said.

Got a spray can from them that they made up for me and lo and behold, the door colour looks like the original!!! Good stuff.



Oxford Camp & Fly-In – Easter 2016

Article by Graeme Main

Photos by Ngaire McPherson

A small but select group of pilots, (and wives/partners in some cases) attended last Easter's Fly-In at the Oxford strip, courtesy of Dave & Ngaire McPherson who lease the land as part of their farming operation.

The "Crac Shack" which we built some years ago is still much as it was when we last used it – although the



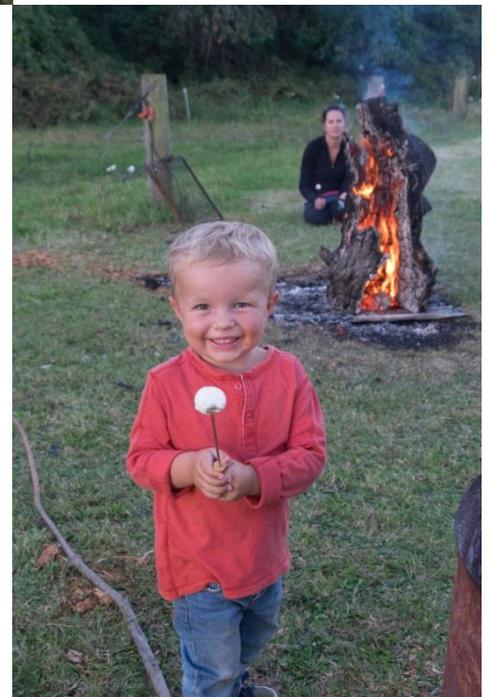
carpet on the floor appears to have deteriorated somewhat – Dave has added sliding doors at the entrance and the local shooting club have erected a veranda in front which is a great improvement. In addition Dave had mown the area in front of the shack, fixed up the shower, erected a flagpole, and generally made the whole setup very presentable.

Most of us flew in on the Friday, and as the availability of an

evening meal at the local hotel was doubtful, Dave and Ngaire catered a roast meal for us, and very nice it was too. Saturday dawned fine and warm, and after a number of day-trippers had flown in we were able to prevail on Volkmar to organise a flyaway, and about 10 aircraft took off – into the Waimak Gorge, down Broken River, over Lake Lyndon, into the Rakaia valley near Lake Coleridge, and out to Methven where we landed at a local farmer's strip (or more correctly a suitable paddock). Here we were treated to tea and biccies by the very hospitable Ruth, given a tour of the farm buildings and their contents, and then flew back to Oxford. An excellent trip, nobody got lost (no thanks to Ken Richards who was supposedly navigating for me) and many thanks to Volkmar, who actually flew back from Hanmer to organise and lead the trip, then returned to Hanmer. Some people just don't know when they have had enough flying!

Sunday was a beautiful day, and we just had to go flying again – Mike Sheffield, Buzz Harvey, Wayne Wilson, Duncan Fraser and myself all took

off for Ashburton, where we had a quick tour through the museum, then flew back to Oxford. That night we toasted marshmallows in the fire, after another great meal provided by Dave & Ngaire.



We had intended to depart Oxford on Monday morning, but low cloud and drizzle prevented that so the 3 remaining aircraft owners drove to Rangiora then flew their aircraft back on Tuesday.

An amazing weekend, fabulous weather, and those who may have thought about attending but didn't for whatever reason missed a great event. We plan to do something similar either next year or the year after, depending on what may happen at Woodbury next year.

Special thanks to **Dave and Ngaire McPherson** who did everything they could to make our weekend a memorable one – we are very lucky to have the Oxford facility available to us, and it is largely thanks to them.



Oxford Fly in - more photos

Wayne Wilson

Thanks to Wayne for submitting these next set of photos.



Above, Buzz's 701 ZUB and Wayne Wilson's Skyranger Swift ZK-SRS.

Left and Below, Duncan Fraser's Ragabond a.k.a. "Budgie"





Wayne Wilson's immaculate Pietenpol on short finals to NZRT 07. It's powered by a 48hp single cylinder Simonini 2 stroke engine. Wayne tells me that the aircraft designer, Roger Mann of South Carolina, has actually visited Rangiora and flown this aircraft. Cool eh?

Wayne Wilson's Oxford Fly-in photos continued...



Above, Right, and Below: Wayne's managed to capture three great images that all look like contenders for a caption contest to me.



Presidents Report 2016

Michael Sheffield

(As presented at the AGM)

Well here we are another year on. It only seems like last week that I presented the 2015 report.

Time flies when you are having fun. Well there has been a fair amount of fun this year but also a bit of grief. But that's the way clubs are and while the grief generates a lot of emotion amongst members it rarely changes



Some of the attendees at the CRAC AGM

the things we do. I seem to be the last to hear about some of the things that seem to come from nowhere. This has the advantage of me looking in and not being clouded by the emotion. I look at the facts, that do appear after a while, and put some logical thought to whatever ever event

has arisen. Generally the facts come through and you find that it's the emotion that is upsetting people. By and large the processes we have set up work well. Its the application of the process that sometimes goes wrong. We all need to try to keep emotions out of the process. Everyone needs to get their facts correct and follow process without complicating the situation by adding too much emotion and making assumptions.

Grief comes and goes and we are still here doing the same things we did last year. We will continue to have waves and we will continue to calm them but we will still do the same physical things we do now. Fly safely.

This year has been another where we have grown. Membership is up, hours flown continues to improve, there are more students and our facilities continue to improve. Yes we have a cost involved with this and sometimes we could have done better, but from where I sit we are doing pretty bloody well.

A new Tecnam is on the way and RGA continues to be well utilized.

For the first time, we have carried out a club wide survey that asked many questions. The overall feeling of the members shown by the survey was that they approved of the direction and performance of the club and the committee

It has been very refreshing to see many new members this year who have become active valuable members in a very short time. I think the club has a great reputation and people want to join.

With the coming of new members the club will see some fresh ideas that will take us forward. New people are getting involved at committee level and this is healthy. A good combination of new and old will see us progress and be stable.

This year Graeme Main is stepping down a secretary. Graeme has put a great amount of passion and energy into the club and is always beavering away in the background getting things done. Although he is stepping down he will be keeping his eye on things. Thank you Graeme for your passion for the club, have a good rest until next time.

I would also like to thank Tony den Hann who is stepping down as CFI. Tony has contributed a great deal to the way we train our pilots from the time the new Tecnam arrived. His dedication has seen many new pilots come through the system. Thanks Tony and good luck with the building of yet another 701.

Thanks to all on the committee, you have all contributed to another successful year. We all work well as a team, all with a job that has been done well.

Thanks to all the members, I was particularly impressed with the turnout for our last working bee on the clubhouse. I can't remember such a well-supported event with so many new members present. Thank you all.

I think you would all agree that our club has the best newsletter of any club in the country. Brian Greenwood has made our club stand out from the rest with his professional production, attitude and attention to detail. This newsletter goes to other clubs in NZ and is a showcase for our club. Our club can only be seen by others as the one to aspire to. Thanks Brian for your dedication to the newsletter and the club.

As discussed previously this year is a year of planned succession for my role. I hope to have at least two aspiring Presidents on our committee this year that will get a taste of what is all about before one takes the plunge next year. With a great group of new members coming through there is an expectation by the club that they will pave the way for the CLUB'S FUTURE. Us oldies will be watching what is going on though.

Thanks to all of you who are supporting us by coming here tonight.



Clockwise from top left: Buzz Harvey, Michelle Polglase, Glenn Martin, Chris Anderson, Michael Sheffield, John McCaul, Scott James, Margo Migirdichyan, Stewart Bufton, Duncan Fraser. (Missing: Doug Anderson, Wayne Wilson)

Club Whiteboard

Land on Left side of runway 07/25 to avoid ground repairs on centreline.

Please keep taxi speed down, suggest slow jog max.

Caution – rabbit holes on taxiway

NO driving on the Airfield without good cause (e.g. fuelling) and keep your speed down on the access road

Clubhouse Clatter - May Update

Buzz Harvey

Another sincere thanks to the great crew who assisted with the recent working bee. We achieved plenty and all can see the improvements we have made. We have had a lot



of positive feedback about our clubhouse and it's great having members come along and further enhance our envied facility. As funding allows, the next projects will include installing power and lighting in No.1 Hangar (Roy, keep up the physio!), new club signage on the clubhouse and at the eastern end of the airfield on Mertons Rd and I am investigating an honours board to recognise past Presidents, CFIs and Life Members. If anyone has any ideas or useful contacts for any of these projects, please let me know.

We do have an automatic watering system installed at the back of the clubhouse, just a simple timer connected to trickle irrigation. If you give it a thought, please activate it every so often to help our greenery flourish. Also, don't be afraid to empty the kitchen rubbish bin. There is a wheelie bin out the back for (club only) rubbish.

We currently have no space available in our club hangars, but if you need something, let either myself or Scott James know as spaces come and go all the time. Please remember to close the hangar doors too. We need to maintain security, so if you are the last to put an aeroplane away, closing the doors is your responsibility. I will shortly be installing small white boards in both hangars to record the details of aircraft and owners within. If you have an aircraft in the hangar, please help keep the contact information up to date.

One gripe, a perennial gripe! Please clean up after yourself. If you have a cuppa or something to eat, please sort out your dishes. Don't leave them in the sink, or rinse and leave them on the bench. There is no magic fairy that comes along and puts them away, or washes up after you. Please do it yourself and don't leave it to your fellow club members to clean up your mess!

MIA: Coffee Cups. Our supply of coffee cups appears to be dwindling so we need to call in some reserves. If you have one spare coffee cup at home, perhaps something with an interesting logo or design, please bring it in to the clubhouse. Just the one mind, as we only need another dozen or so and we don't want to become the Davis-Monthan Boneyard for coffee cups.

Thanks to Margo and Viktor for their recent contributions to our clubhouse. Margo has purchased and installed a new computer for members to use, a great improvement on the old one; no more coal needed! Viktor has an ongoing project with the weather information on the TV screen in the main lounge. He is working on having CHC ATIS information available and also NOTAMs. Keep an eye on this to see the various improvements as they happen.

We have two groups who use the clubhouse on a regular basis. The Stick N Rudder Users Group use the clubhouse on the first Thursday of each month and the ATC Unit Support Committee use on the second Thursday of each month. We welcome the clubhouse being used, but if you need to use the clubhouse, please let me know so we can ensure there are no conflicts.

We've got a great facility in our clubhouse, so please make good use of it.

Cheers for now

Buzz

027 499 7265

kiwisfly@clear.net.nz

Modeller's corner - JORassic JOR

Brian Greenwood

One of the many club aspects I admire is this hand-crafted model of our Rans S6, ZK-JOR. I understand that club member **Caroline Trevella** made this a few years ago, with a very clever pun on Jurassic. The details on this work of art have to be seen to be



appreciated. The claws holding the wheels on, the creatures hanging on (bird and lizards?), the pilot, dinosaur passenger, and the dragon/dinosaur-type wings for the flying surfaces.

Next time you're in the CRAC House, have a good look at this awesome piece of art. Thanks, Caroline!



Safety tip – Check your fuel

Brian Greenwood

I don't just mean quantity, check your quality! I believe that it's an essential part of the pre-flight to drain a sample and eyeball it for water and other contaminants. Rumour has it that plastic fuel tanks are less prone to moisture accumulation, but we microlighters usually have to use drums and manual pumps to fill our aircraft.

Each step along the way can introduce foreign matter into our precious go-juice, and none of it is conducive to keeping the cooling fan turning. Most of the drums are metal which negates the "no moisture" idea, plus the lining can disintegrate and go through our fuel lines.



Putting a "big-ar*e" fuel filter on my hand pump set up was one of the best pieces of advice that I got. I used my new set up to fuel my car for a while, the photo (right) shows some of the rubbish that the filter removed. By the time my fuel trolley got to the airfield it was perfectly clean. As the fuel drums had been used for fuel quite recently I hadn't rinsed them well. After



the first batch of dirty fuel went through I decided that this was a bad assumption. Luckily my old car ran for a long time afterwards, without issue. The car's important; it's got to get me to the airfield!

CRAC Club – an Introduction

Michelle Polglase



I've been impressed with CRAC - a great bunch of people, very passionate about flying,

and I'm looking forward to going solo in RGA very soon! I've also had the opportunity to go on some brilliant fly-ins, including the May Day Kaikoura trip in absolutely perfect weather.

As a teenager I wanted to be a pilot; I had a few years as a cadet in the Air Training Corps, and a flying lesson for my 16th birthday (which, ahem, was a few years ago now). Life got in the way, and it's exciting to be finally learning to fly.

It's a privilege to be on the CRAC committee in a 'marketing' capacity, which is really about communication. I see a real opportunity to strengthen the flying community through:

- Following up with new club members
- Networking with likeminded flying enthusiasts, perhaps forming plane 'syndicates' as a pathway to ownership
- Sharing experiences using different mediums, including social media
- Liaising with other clubs

Club Captain Chris Anderson will be organising events, social functions and training sessions.

It's been interesting to see a wide range of experience and expertise in the club. Whether you're passionate about STOL and being able to land on a riverbed for a spot of fishing, keen to tour the length of NZ in your Alpi, into the freedom of Trikes, or embarking on a longer term build project the club community has plenty of diversity to keep things interesting.

RecWings has to be the best monthly magazine in the country, with top notch photography too. There are a few other ways to get information on what is happening at the club, or ways for you to share information on upcoming events:

- The weekly eNewsletter
- Join the 'WhatsApp' Drop of the Hat' group. If the weather is good, feel free to organise an impromptu fly away with likeminded club members
- Events on the website
- 'Like' the 'Canterbury Recreational Aero Club' Facebook page
- Follow @CRACNZ on Twitter. "TWITTER??!!" I hear you say... well, for example those of you heading to the Oshkosh Aircraft Show, there are regular updates already on what is upcoming for the event. Use of the hashtag (#) links you to a stream of information (check out #Warbirds Over Wanaka). And some NZ clubs have started using this platform, so it's an opportunity to let another club know of an impending fly-in. Plus we're the best club, right, so we're leading the way.

You can also check out Mark Saunders and his Youtube video channel with some recent local flights:

<https://www.youtube.com/channel/UC2yQRoo95wyPFNEeXUiZPpw>

And if you have any other ideas about marketing or communication of club activities, let me know.

Michelle



Autogyro Flight

Brian Greenwood

It all started when I published what I thought was a photo of a visiting aircraft, the Autogyro Calidus ZK-RCZ. Trevor Shadbolt got in touch and gave me a few more details, including the fact the he, and RCZ, would be based in Rangiora soon.

Fast forward a couple of months and Trevor invited me to go for a flight with him. That was

accepted very quickly.

Trevor's a great guy and very easy person to fly with, for example you're having a nice conversation when you realise you've just had a full safety briefing! Strapping in is easy and the rear cockpit of the Autogyro is comfortable. The first thing that strikes you is the view; there is no fixed wing to obscure it.



It does seem odd taxiing onto the runway with the main rotor not moving, but Trevor engages the clutch and it soon winds up. Once it has reached minimum revs we roll down the runway and lift off in a reasonable distance. There's a slight vibration, more of a gentle wobble, but it's a very pleasant ride once airborne.

We head out towards Leithfield and Trevor invites me to fly it. He's explained (carefully) that rotary-winged aircraft really do not like negative G, and pushing sharply forward on

the stick is an activity best avoided. With that in mind I try some straight and level and a few medium turns. The Calidus is amazing easy to fly, far easier than my own Rans S6 (at least at this level).

After this Trevor demonstrates some slow flying (in my aircraft it would have been a stall followed by a wing drop), and some steep turns, they're incredibly tight and not at all uncomfortable.

One interesting effect was that the centre of lift moves slightly out to one side as the aircraft increases in speed, I just thought it was my usual lack of ability to fly straight and level! Once Trevor explained this it made sense, and its easier to cope with than torque steer on power changes in a fixed wing.

All too soon it was time to come back to earth and reality. I have to admit that I am very taken with

Autogyros and am keen to do more with them. Prices range from \$40K to roughly \$180K for the high end ones, with the Calidus being at the upper end of the scale.

A stunningly enjoyable and different flight, thank you, Trevor! And especially: thank you for dispelling some of the ridiculous myths that I have heard about Autogyros. They're simply an amazing, easy, and safe form of flying.



Editor's note: The President has asked me to do a profile on our committee members, one per month, to introduce them to the club. Being a life on the edge sort of guy, I replied with "You first"! We came up with a small set of questions instead of making them write a piece on themselves.

Committee Profile: Mike Sheffield



Who Are You? Hi I am Mike Sheffield and am President of the club. I have worked for the Christchurch City Council for 16 years mostly as an Electrical Engineer and more recently a Project Manager for Council Earthquake repairs. I am married and have 3 children and two grandchildren.

How long have you been in the club? I have been in the club since 2001

What made me join? I joined to fly full size planes after flying model aircraft for 20 years. I am a past president of the Kaiapoi Model Aero Club.

Committee Tenure. I have been President for 15 years and have really enjoyed all of it. I had 2011 off for a rest and this year will be my last for a while.

My plans for the club. I have achieved my goals set in 2005, that being the building of the Microlight Hub we now have. Council has helped tremendously in achieving this goal.

My flying. I started, like a lot of people, with the Canterbury Gliding Club. I have done 65 hours solo before getting married and having



children then making models.

Favourite Aircraft. I have to say the Alpi 200 for most occasions. It is a dream to fly, fast, predictable, economic, easy to maintain. Makes you a confident pilot. For nostalgic days my Pober Pixie is hard to beat. Open cockpit, manual start, goggles and helmet, you could be flying in 1938.

What would I like to fly? Had not thought too much about it really. I have flown a Tiger Moth, had a go at a replica Mustang P51. The Alpi will do me, although a faster single seat would be attractive.

What aircraft is top of the list? MOSQUITO!!

Safety Tip. Fly when you feel like it not just because you can. Listen to older pilots, they are still here!





Committee Notes May 2016

- New committee members welcomed
- Additional roles confirmed: Doug Anderson as CFI, Duncan Fraser as Safety Officer, Stewart Bufton Operations Manager, Buzz as Facilities Manager, John McCaul as Tuckshop Manager.
- Michelle confirmed as Membership and Marketing
- Membership packs to be updated and produced
- Defibrillator decision pending with Trust
- Council looking at the Airfield from a safety perspective
- Planning meeting organised for Saturday 7/5
- Dean to discuss with builder re hangar completion
- Colours for RGB decided – Red/Black/Silver
- Some discussion re Special Interest Groups (SIGS) from a club liability perspective, and a desire to encourage these
- Airways talk to the club on the 18th May
- Tower visit scheduled for June
- Bank Bal roughly 21K
- Club e-mails to be accumulated to a Thursday newsletter
- Spats not to be fitted to RGA to make it easier to monitor brakes etc. John McCaul noted that spats had made little difference to his Tecnam.
- Hangar light required for tech log area
- Rubber protectors for elevators required for RGB (same as RGA)
- CAA are flagging unnecessary driving on the airfield – keep off it unless delivery fuel etc.
- Old JOR parts to be stored in lock up
- Whiteboard to be installed in club hangars with aircraft owner's contact details
- Delegated Authority amounts confirmed
- Wayne Wilson's headsets to be assessed in RGA
- Treasurer confirmed that engine overhauls are allowed for in the cashflow plan for the next two years.



Next month... how I got into hot water on Mother's Day!
(But the flying was great)



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CRAC Drop Of The Hat

CRAC Revolution (for chat!)

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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.

Upcoming Events

May 18th Airways Talk at the CRAC Club house

June TBC Christchurch Airport Tower Visit (for those who haven't been already!) Contact Buzz (hangars@crac.co.nz) and get your name on the list. Strictly limited numbers so get in quick.

Keep your eye out for club e-mails, or join the **CRAC Drop Of The Hat** WhatsApp group for informal group fly-aways.

Contributions and Attributions

A heart-felt 'Thank you!' to the following contributors:

Mark Saunders, Michelle Polglase, Wayne Wilson, Graeme Main, Ngaire McPherson, Mike Sheffield, Buzz Harvey.

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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:

Ben Mathewson
Stewart Cameron
Richard Sutherland
Hamish Pulley
Donald Bulmer

Please make our new friends welcome.

Congratulations

Martin Healey, Adv Local
Michael Odering, Adv Local

Next Newsletter

Margo's photo album from the ANZAC Weekend fly-in at Rangitata Island

JOR and JOL air to air

Contributions requested, publishing deadline 1st June 2016.

Brian Greenwood, Editor
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