

# RecWings

The Magazine of the Canterbury Recreational Aircraft Club



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- CRAC Supports ATC
- Carburettor icing
- CRAC Merchandise
- Flying Around Aoraki Mount Cook
- Rangitata ANZAC Fly In
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## June 2016

## Parting is such sweet sorrow

As you can see from one of the articles in this issue we did some air to air photography of JOR in May. It's a very hard thing to see her sold off. I, like a lot of people in CRAC, have quite an attachment to this wee plane. Of course there's the odd person who doesn't like the Rans, I guess they're not everybody's cup of brown beverage.

However, the club isn't a collection of planes, or a museum. In fact we could get along quite happily without any aircraft. The only reason we have them is that we have taken it upon ourselves to train pilots and to have aircraft available for members to hire. I'm certainly not suggesting that we sell our trainers, these are excellent roles which are important for the future of our cause. Given that we do want to offer these services, having a fleet of shiny new Tecnams for hire is the best option. Anybody who wants to pursue the Rans can buy one for themselves!

If JOR hasn't sold by the time you read this, and you're that keen on her, buy her! The price is definitely sharp for an aircraft of this capability. We're past the Global Financial Crisis and values seem to have lifted a bit, although the drought and low dairy prices are having a negative effect.

Talking of the club not being a museum, I would love to see a museum of General Aviation in New Zealand. Unfortunately it's probably not a commercial proposition, but there are lots of New Zealand's aviation history parked up and decaying. I'm thinking of the expired Cherokees and Cessnas that have served the country so well, and things

like the CAA's old Piper Aztec ZK-BUA which I believe is rusting in peace somewhere. I think that's one of the reasons that I like the Ashburton Aviation Museum. Amongst the Harrier, Meteor, A4, etc., they have a very nice early model Cherokee on display.

Likewise Microlights would make a good museum subject. There is one at Rangitata Island of course, it's good that somebody is at least storing and sometimes displaying some of the early Microlight history.

**Cover, Dave Mitchell in our lovely Rans S-6ES, ZK-JOR. More in this issue. Dave's own Rans S6, ZK-DYM 'Kermit', is my caricature of the month on the back page.**

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## CRAC supports our local ATC Squadron

**Buzz Harvey**

As part of the support offered to the new No.88 (Rangiora) Air Training Corps Squadron, a number of CRAC club members recently took all last year's cadets for a local air experience flight. On a fabulous summer evening, six members offered their aircraft and took 14 cadets for a local flight. The cadets really appreciated the support and enjoyed the ride in a microlight. Each cadet's parental approval was required for the cadet to fly and a number were hesitant when they were told their child was offered a flight in a microlight. However, after Basil



Buwalda took RGA down one parade night prior to show them a modern microlight, there were no problems. Some of the cadets themselves could not believe our aircraft were indeed microlights, especially Glenn Martin's supersonic Sting! At our briefing prior to taking the cadets, the CRAC pilots agreed that as these

cadets are young teenagers, they would probably show little emotion and just claim that the flight was 'all right', even if they really enjoyed it. We were quite wrong, with most of the cadets freely expressing their excitement and pleasure from the flight. Heartening to see! A number expressed a desire to look further into flying and we will be pursuing this over time.

Sincere thanks to the following members who made their aircraft available: Doug Anderson, Stew Bufton, Volkmar Wollenweber, Scott James and Glen Martin. Special thanks the Doug and Stew who made an extra trip each



and also to Basil Buwalda for the ground liaison. For those who don't know, Basil has really taken to the new ATC Squadron and has applied to become a cadet officer with the ATC and will soon become Pilot Officer Buwalda. Thanks to everyone for fostering CRAC giving something back to our local community.





## JOR and JOL formation

Or how I was late for Mother's Day!

Brian Greenwood

It all started as an excuse to get some air to air photography in – I wanted to get some photos of the club Rans S-6ES, ZK-JOR, before we sold her. The cheapest platform available for me was my own JOL. Having zero formation experience (and wanting to take the photos this time) I asked two of our club instructors, Iceman and Dave Mitchell, to do the flying. Dave was the one who suggested using a third aircraft as the camera ship and getting the two S6s in formation.

Roy Waddingham offered his Tecnam and suggested removing the passenger door, and Rob Northcroft



offered the superb visibility from his trike. After a bit of discussion we decided that the extra speed range of the Tecnam would be more useful.

Roy took the passenger door off PLB and did some test flying, keeping the speed comparatively low. There were no obvious issues apart from some additional noise and drafts so we were good to go.

A pre-formation flight safety meeting was

held with all participants. It was great to hear Dave, Iceman, and Roy talk about various aspects, who was leading, where the camera ship could go, and how to achieve some good photos **SAFELY**. As much as I love flying and photography, I'd prefer to cancel the whole thing if any pilot felt there were any issues. I was part of the team, if Roy lost sight of the formation I was his eyes to the right.

The plan was to get the Tecnam on the north side of the Rans formation to get the sun onto the subject, and the Ranses would do a racetrack around the Loburn area with the Tecnam chasing. As things turned out...

The weather played ball, it was one of the last absolutely stunning autumn days, and it was surprisingly warm. I'd been up in Rob's Trike in short sleeves during the morning. Well, I was in short sleeves, the Trike was fully dressed.

My brother was along for the ride, he has much more experience in air to air stuff than me. A quick discussion about the choice of lens resulted in me using my standard 24-105mm zoom. More on this later.

The Ranses took off in formation and headed Northwest, Roy and I followed a short while later and intercepted them. The noise in the Tecnam with the door removed wasn't too bad, although it

### What's the plural of Rans?

I can't find a definitive answer, but most words that end in "s" are given an extra "s" sound to pluralise them – cross to crosses, for example. Others seem to be exempt from this.

So I can find three ways of pluralising a word ending in "s": Rans's, Ranses, and Rans'.

Some scholars insist that the apostrophe be reserved for ownership, but if they can argue all I can do is be consistent. So I will use Ranses as the plural of Rans, if I remember...

helped if I covered my microphone from the slipstream.

We were too far away for the first leg to the east (sun up), and the Ranses turned westwards. We moved away from them while they made their turn and it took a while to get near them again. While we were hunting them down (remember Roy's keeping the speed down since the aircraft is missing a door!) I was looking at the landscape. Sun up it had taken on a beautiful appearance, there was definitely a magical quality to the mid-afternoon autumn light. As we neared the subject aircraft I could see them glowing, the light through the fabric also made them look better. My mind was made up, for this session I wanted to be into the sun (photography rules are made from breaking, right?). A quick chat with Roy, a radio call, and this leg was to be our best shot.

Talking of Radio calls, it was a good learning experience to hear the professionalism with which these guys did everything. We were on the chat channel with Dave doing the calls for the formation. Sometimes I learn by osmosis.

One issue I was having was vibration – my camera and lens were always in the slipstream when in use – and that slipstream was vibrating the camera in a



way I couldn't control. The photos looked good on the camera screen so all I could do was persist and hope! Often I wished I had bought a bigger zoom, even a 70-300 would have done – but then the lens would have been even more affected by the airflow. My favourite 100-400 (that's the one that I get the rude comments about) would have been far too big.



Another issue appeared when I was shooting towards the front; the airflow was so strong that the zoom was being forced back hard to the wide angle end. I had to counter this by holding the zoom ring as tight as I could. Suddenly I have a whole new respect for air to air photographers!

Somehow the vista before me just clicked into something beautiful, two pretty Microlights against the dominant backdrop of Mount Gray. As we slowly moved past them I

got a series of photos that looked stunning in the viewfinder – surely one of them would be sharp? (see the centrefold).



One more westbound leg and it was time to head back to the airfield. Dave advised changing back to the airfield frequency and did a position call for the formation. The camera ship gradually slipped further behind the Rans formation to allow them to complete their overhead join. We followed them in and Roy overshot on finals to allow me time to get some photos as the Rans formation landed.

After we landed and had a quick chat, Dave and Iceman took off to do a fly by, which I managed to muck up completely. I should have been closer to the runway, but it looked excellent in the viewfinder. Thankfully my brother, Mark, and Terry Salmon got some good photos.

So what did we learn from this wonderful experience?

Good pilots who know what they're doing are a "must have", thanks to Roy, Dave, and Iceman.  
The photographer is part of the safety team; his or her eyes can see an angle that the pilots can't.  
If there is any way to get the camera out of the slipstream, do it!  
Pointing the camera towards the rear is better than forward if you are in the slipstream  
Think about camera settings before taking off, you can be surprisingly busy  
The view through the viewfinder is very limited (but still better than attempting to use the back LCD screen)  
One aircraft in flight is beautiful. Two aircraft are beautiful squared.

Right, now let's do RGA and RGB!



Photos:  
Mark Greenwood  
Brian Greenwood



*Left, the Rans era draws to a close as the Tecnam era gathers pace.*

## A Good Yarn about Carburettor Icing

**Dave Mitchell**

Carb icing is a very topical subject around aircraft operators, but aircraft aren't the only machines to suffer from this ailment. Automobiles are also likely candidates to suffer from this complaint - especially the older ones.

Back in 1974, I think it was, my folks decided to buy a 'proper' towing car, to replace the Zephyr 6, which had actually done quite a good job of towing the Cresta Craft 16 caravan. Decision made, they went looking for a large American machine, a real tow car. They eventually settled on a Chrysler Valiant Hemi 265, which was significantly bigger than the Zephyr.

Now, this purchase was made in the summer months and the car ran faultlessly. With the onset of winter, the car slowly became harder to start. Dad being an old retired motor mechanic progressively started taking things

to bits. It wasn't long before he knew it was a fuel problem, but he couldn't fault the fuel supply or carb. The very large air cleaner had a spout on it with the intake right on the exhaust manifold. It had to be getting warm air from the manifold he reasoned and anyway, carburettor icing in modern cars was a thing of the past.

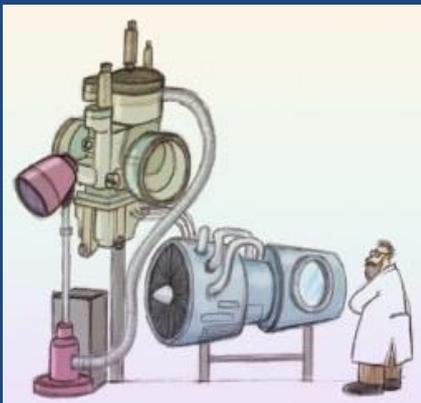


As winter progressed, the rough running after start up steadily got worse until finally the engine would stop after about 30

seconds. If he left it and came back 15 minutes later, it would start and run quite normally. He then hit upon the idea to remove the air cleaner, look down the throat of the carb and start the engine. He couldn't believe it! Right before his eyes after 5 seconds, a ring of ice was starting to form in the venturi. By 15 seconds it was 1/3 closed and by 30 seconds 3/4 closed and the engine had stopped. He could now see that the manifold was not heating quickly enough to prevent the ice forming. He thought about this for a bit, and being the industrious guy that he was, headed off to the local hardware store, returning home with a 240v electric hair dryer. He mounted the drier securely on the mudguard with its outlet aimed right at the carb throat and exhaust manifold. He then connected an extension cord, ran it through the bulkhead and coiled under the driver's seat.

The starting procedure then was, 20 minutes before they were due to go out, Dad would uncoil the lead and plug it into the wall socket. When ready to go, he would unplug, and return the lead to its rightful place, under the seat. On turning the key to start - HEY PRESTO - a perfect, running engine - every time. The interesting thing was, once the car had been started in the morning, it started and ran well right through the rest of the day without any further "preheating".

This starting technique continued for the 4 or 5 years they owned the car with never a starting problem. When



the new owner turned up to collect the car, he was given a very thorough briefing on the starting procedure that would have made a CFI proud!

Many years later I got to thinking about this starting performance and reasoned that - maybe - mounting a hairdryer, with its armature probably sparking merrily away, alongside a carburettor full of fuel might not have been the smartest move. It was certainly effective and as luck was on his side - never a hint of a fire.

I guess it was a top quality hairdryer!

## Trike Flight

Brian Greenwood

Sometimes some of life's great experiences begin with the smallest of things. In this case it was an almost barely perceptible movement of **Rob Northcroft's** head as he taxied past, signalling an invitation to go flying in his Trike. A nod's as good as a wink to an AvNut™ like me, so I baled from my task and joined him. It was May 5<sup>th</sup>, one of the last beautiful



and weirdly warm days of Autumn.

Rob said I'd be fine in my Tee Shirt (in May!) and he was right.

Once you get into the Trike (a Solar Wings Pegasus X-LR for fellow AvNuts™) you realise that it is a reasonably intimate experience without being too uncomfortable, even for a shy geek like me.

Like a lot of aircraft the Trike



feels like it's not really in its element on the ground, wheels are just a necessary evil. Once in the air it just feels right. Rob does all the hard work and I just enjoy being a passenger, trying to balance a full frame dSLR camera and making sure that I don't drop my mobile phone out. It was good practice for the JOL/JOR photographic session later the same day.

We took off and departed for the Loburn training area, Rob doing all the hard stuff while I fooled around with camera gear and enjoyed the view. Talking of which, there was plenty of view to enjoy. After JOL (which is pretty good for a high wing plane in itself) the Trike was a revelation. It felt unrestricted, with the wing high overhead, and the engine behind us. The only limiting factor was Rob's helmet



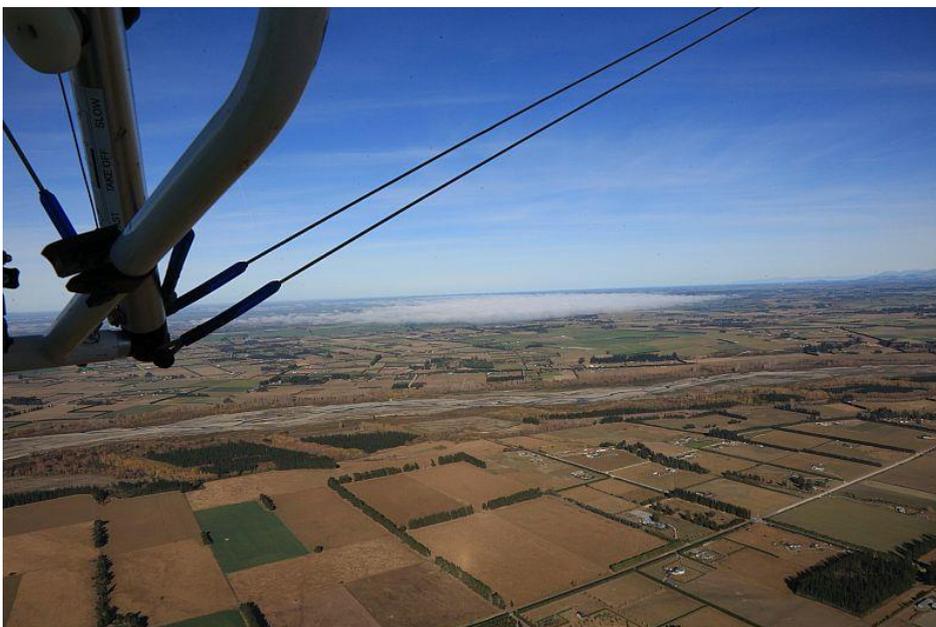
directly in front of me, but to be honest, I was glad he was along!

Rob invites me to fly; there are a couple of extensions off the Control Frame to allow the back passenger to reach it. I've heard about 3-axis pilots having trouble with weight shift because the controls are reversed. To me, weight shifting makes sense and I believed confidently that I would be fine. It's quite a different beast and I thought I don't have trouble riding a bike AND



driving a car\* – similar thing. Oh how wrong I was! In the few minutes I tried I definitely reversed the control movements a few times. My feeling is that you'd get used to it quite quickly, it is such a different environment from 3-axis that I think even my old brain would eventually work it out.

\*Although not at the same time.



*Above, Klingons off the starboard bow! You can see the fog in this photo. We're heading back to NZRT for an overhead re-join in this shot.*

Talking of the environment, you feel very much a part of it in a Trike, not as divorced from it like a cabin aircraft. I'd have to say that this flight reinforced my view of Trikes as the Motorbikes of the sky.

While we were over Loburn Rob pointed out a bank of fog which seemed to be approaching from the South West. Actually, I guess with fog, it's probably more technically correct to say it had formed to the South West and was spreading in our direction. It looked quite evil and I worried

that it might spoil our planned JOL/JOR formation flight later that day, but of course the day warmed up and it just burnt off.

There's definitely a sense of freedom and a feeling of being out in the environment in the trike. As I write this I realise that this is my first ever flight in an open cockpit, which probably explains why it was such a big deal for me.

A very positive feature about flying with other pilots is that we learn by their techniques. All the right radio calls and re-join techniques on this flight! Experienced pilots like Rob are great mentors and examples for



*Above, how's this for a view on finals! More scenery than you can shake a stick at.*

juniors like myself. I keep saying this, but it's such an important aspect of our club.

We headed back to Rangiora, again I enjoyed the amazing view on the join and circuit – and especially on finals.

Thanks to **Rob Northcroft** for a fantastic and enjoyable experience.



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Club Rans S-6ES ZK-JOR and her older sister ZK-JOL with Mount Grey in the background. Pilots Dave Mitchell and Easwaran (Iceman), camera ship flown by Roy Waddingham.

Photo © 2016 Brian Greenwood

## CRAC Flying Enthusiasts Group

An inaugural 'Flying Enthusiasts' Meetup has been organised by CRAC's Michelle Polglase.

The meeting is open to everybody (i.e. not just our club) and will meet at the Five Stags (3/29 Huntington Drive, Rangiora) at 7:00pm on Thursday June 30<sup>th</sup>.

Check out:

<http://www.meetup.com/Christchurch-Light-Aircraft-Enthusiasts-Meetup/events/231589978/>

## CRAC Merchandise

We're putting through an order for caps and t-shirts, plus if you have anything in particular you've purchased and would like a CRAC logo on we can do that in one batch.

Please email Michelle [mapolglase@gmail.com](mailto:mapolglase@gmail.com) by **Friday 17<sup>th</sup> June** if you'd like to order a cap (\$15) or a t-shirt (\$18). Prices indicative, to be confirmed depending on number of orders.

## Flying around Aoraki/Mt Cook

### Michelle Polglase

I recently got to fly with Volkmar in PKT around Aoraki / Mt Cook in perfect conditions, and it was spectacular. The fresh dumping of snow over the Southern Alps made for postcard-style views. Volkmar clocked up over 500



*Above, Michelle's photo of Aoraki/Mount Cook.*

*Right, Doug's montage of his Mount Cook photos*

hours of flying last year, and with his previous decades of experience as a hot air Balloonist in Europe knows his mountain flying weather conditions well.

Cross country mountain flying obviously involves higher levels of calculated risk, and we have some highly experienced club members who would be happy to share their experiences. Keep your eye out for information on an upcoming mountain flying information evening.

And if you're interested in hearing Doug Anderson's experience of flying over Mt Cook in a Pegasus XL trike with John Kerr back in 1988, it's pretty good. Richard Woods was

also along in a Single Seat. This was back in the days when the mountain was a good 30 feet taller, and early microlights had fairly free reign of airspace. Doug's log book reads more like a story, and extracts from his legendary trip below speak for themselves:

No clouds or wind - the end of a dying Southerly. At 10.15am we took off at the airstrip – a bit



rough - and headed for Franz Josef. We were dressed to the hilt - even a closed cell foam cover over my gloves. We lost height as we were approaching Mt Cook but kept going and soon we were in lift. Got over the top, hands freezing up so started a descent - a lot of lift around. Descended over Tasman and over Mt Cook Airport and landed on small strip.

After flying on to Lake Tekapo to gas up, Doug and his mates went to 6,000 feet over Tekapo Ski field and on to Mt Hutt: "Flew over top - victory roll and back to land in 4 inches of snow at Pudding Hill. Landed 3.15pm. A bloody successful flight with the best flying and scenery ever."

Best flying and scenery, it's hard to beat.

## **Safety Corner - An Accident Well Rehearsed**

**Brian Greenwood**

We had an excellent safety seminar at work last month from Wiremu and Marsella Edmonds. This Kiwi Husband and Wife team gave a compelling and very moving presentation which revolved around the sad death of their son in the forestry industry. It is one of the most effective and interesting presentations I have ever seen. If you ever get a chance to hear them speak, take it. The company is called Tuakiri Ltd, and the presentations is "Stand in the Gap".

Although it was based in the logging industry, and aimed at workers in the Electricity Distribution Industry (the company I work for), the attitudes and advice from them are equally appropriate for aviation. One of the phrases that I heard was "an accident well rehearsed", it was in relation to causal factors being "common practice" even though they were dangerous. It might be where you modify or skip a procedure and assume it is working because there is apparently no consequence.

Aviators are instilled with procedures which we learn by rote from day 1. Our checklists and acronyms are an important part of ensuring that we and our aircraft are fit for the purpose of committing aviation. Familiarity does breed contempt however.

I'm sure there are pilots out there who just kick the tyres as their pre-flight check, others (like me) use it as a part of my mental preparations as well. As perfect as I am (cough, cough), somehow I missed the bit where I set the altimeter to the airfield height, it was a couple of hundred feet out when I was doing circuits early days. Luckily



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the circuit was quiet and the earth is a big enough target even for me to it. On my good days, anyway. That was a single mistake – an accident well rehearsed comes from a habit, like skipping pre-flight checks, fuel quality or quantity checks, etc.

Question what you do, and why you do it. Was that change you made done out of laziness or a desire to increase your safety margins? When somebody offers advice, take it on board – and remember that just because something you do or skip has been OK so far DOESN'T mean it's safe. It just means that the right circumstances haven't yet happened to turn it in to an incident or accident.

Thanks to Marsela and Wiremu, it was a pleasure to meet you both and thank you for sharing your loss and lessons with us.

## Annual Landing Fees

Treasurer **Scott James** has asked me to publish the list of aircraft registered for the cheapo landing fee deal for Rangiora Airfield. If your name/Rego **isn't** on this list, contact Scott immediately. [secretary@crac.co.nz](mailto:secretary@crac.co.nz)

**You need to contact Scott AND pay by the end of June.**

AMC,CDT	Richard Mason
CCB	Ian Blyth
CZR	Perry Shepard
DDL	Chris Glassford
DUG/DUH	Doug Anderson
DVM	Stephen Field
DYM	Dave Mitchell
EWV	Kevin Slattery
EZZ	Terry Salmon
FSG	Robert Johnston
HYQ	Bruce Burdekin
JDY	Phil Richards
JFA	Paul Godfrey
JOJ	Tim Graham
JOL	Brian Greenwood
JRC	Harry Devonish
JTP,DJB	John McCaul
JUG	Dean Philip
KTO	Mike Small
KTP	Dave McPherson
LIF/ULM	Peter Parkinson
LIW	Richard Moore
LOT	Roger Ward
LPM	Viktor and Margo
LSB	Stu Bufton



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PKT	Volkmar Wollenweber
PRC	Peter Collins
PXI/MGK	Mike Sheffield
PYS	David Leefe
RCZ	Trevor Shadbolt
RFT	Ross Marfell
SRF	Scott James
SRS	Wayne Wilson
TBD/MFS	Mike Spruce
TIA/EHU	Chris Anderson
TNG	RAY Corbett
TRJ/TRT	Rod Webb
WMR	Bruce Norrie
ZUB	Buzz Harvey
	Mike Fleming
	Nick Traylen

## June Committee Meeting Notes

As always, these notes are your Editors rough ones, please refer to the official minutes if required.

- Hangar Door repairs still a work in Progress
- RAANZ selling Aircraft/Engine/Prop combined ring bound logs books for \$20
- Aircraft Insurance paid (with a refund available after JOR sold)
- Bank Balance roughly \$9300
- WDC Landing Fees due soon
- Someone's stolen the Coffee Jar!! And some BBQ utensils
- RGA Hours 38, JOR 4
- Annual and 900 hour check completed on RGA
- Damage to RGA wingtip from Hangar doors – PLEASE OPEN THE DOORS FULLY BEFORE MOVING AIRCRAFT
- Safety evening by Chch Tower Team members went well
- Club compiling list of available landing strips
- Evening events discussed, such as an "App" evening (navigation applications), and a Mountain Flying discussion
- Unlike GA, apparently there is no legal basis for flying a Microlight in New Zealand "on condition" after TBO
- Club AIP filing up to date
- Michelle arranging Club T Shirts and Caps, has updated the club introductory pamphlet, and is organising a "Meet up Group" for people interested in Aviation.
- Scott proposed changing the security codes for the club as these haven't been done for some time.
- CRAC interested in hosting next year's RAANZ fly in but would prefer beautiful April to dreary November!
- Apparently there has been some monitoring of NZRT radio traffic and checking of rego's (not for landing fee purposes)

**When moving Club Aircraft in or out of the Hangar, you MUST open the Hangar doors fully. The current damage to RGA is being investigated and repairs may be charged to the user involved.**

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# Rangitata ANZAC Weekend Photo Album

Margo Migirdichyan

Margo and Viktor attended the ANZAC Day Commemorations at Rangitata Island in April and Margo kindly submitted these photos.





## Grab a seat

Brian Greenwood

No, not the Air New Zealand fantastic deal site, but CRAC's own 'spare seat' system. There's lots of flying activity going on (especially during this sublime winter weather – hope I don't jinx it!) and many of our aircraft have spare seats.

The club is using the **WhatsApp** program on Smart Phones and Tablets for mass, fast communication. We have two chat channels, "CRAC drop of the hat" for short notice fly aways, and "CRAC Revolution" for general chit chat, announcements, and pictures of flying cats. Truly.

This App is really easy to use on your smart phone, just download it from your App Store of choice (Apple or Android), and send a text to Scott (021 525 561). He will add you to one or both groups.

This really is a fantastic and easy to use tool. Not only do you get good notification of many of the quick, informal events that make this club so great, but we are also able to offer rides to those who may not yet have an aircraft or the required skills to participate for themselves. This is a superb way of learning and enjoying the view, and building those friendships that our club is known for. If you're not on it, you're missing out!

## Bleriot News

Brian Greenwood

I was extremely lucky to get to the airfield just as **Gert van Kruiningen's** amazing Bleriot took off for its first flight proper on Saturday 4<sup>th</sup> of June. Sadly I was too late to position myself for some good photos during the flight.

Power is still a bit of an issue so test pilot **Evan Belworthy** kept the flight short. The aircraft looked the part in the air, just stunning.

Congratulations to Gert and Evan, I'm looking forward to further developments.



## Committee Member ~~Victim~~ Profile – Scott James

### Who are you?

Scott James



### How do you earn a living?

I work for a software development company with a focus on Risk Management software. Trained and worked as an accountant in a number of countries over the years, but pretty happy to be back in NZ!

### How long have you been in the club?

I joined the club in late 2014. First club event was the Christmas dinner.

### What made you join?

The Christmas dinner :) No - I was flying with CAC for a number of years but couldn't justify the costs. I knew I wanted to purchase my own plane, and microlight seemed like the best path to achieve that. Occasionally it would be nice to be able to take an extra passenger or two, but the benefits far outweigh the costs.

### How long have you been on the committee, and what positions have you held?

I joined the committee in 2015 when I was talking to Mike and said I wouldn't mind running for treasurer. He started showing me all of the Treasurer stuff and I suggested maybe I should be voted in first. Apparently for Treasurer there is not a lot of fighting to get in! This year I have also picked up the Secretary role from Graeme who is having a break.

### Do you have any directions or plans for the club that you'd like to share?

I sincerely believe in the mission of the club to promote aviation. I think this can only be done by bringing in new members. The new members are generally more active, increasingly younger, and critical for the future of the club. The new plane (RGB) will help as RGA is spending more time in the air than on the ground currently. I think there is room for growth, but we do need to manage it. We have great facilities and a great community of flyers.

I also would love to see more collaboration of groups on the airfield. Ultimately, all the recreational groups are looking for similar outcomes. We are one of the largest groups and should be leading the way in working together.

### What's your flying history?

I learnt to fly in the 90's in the USA and have a US PPL. I flew quite a bit around the mid-west from the top to the bottom of the country. Have also flown in Canada. Flying around the Washington DC ADIZ is fun, as is the test you have to take to even be able to fly there. I got a NZ PPL and have subsequently been a member of the Hawkes Bay Aeroclub, Wellington Aeroclub and Canterbury Aeroclub. Now here in North Canterbury flying my Zenith 601 mostly. Great to get my instructor rating recently, and really looking forward to sharing the passion :)

### What aircraft have you most enjoyed flying?

I really like the Cirrus SR20 - easy, fast, and comfortable. Flew one for a bit in the US, and even managed to take it to the Kittyhawk airstrip.

### What aircraft would you most like to fly?

Would be great to fly a jet at least once. The new Cirrus jet is very nice.

## Is there an aircraft you'd most like to own, if money was no object?

SR22 - bit tricky to land at my place, but versatile enough to go most places in NZ.

## What's your vote for most beautiful aircraft?

Aren't they all? Cliche - but the Spitfire.

## Do you have any safety advice?

Don't do stupid stuff. If, when you complete something in an aeroplane, you surprise yourself - probably shouldn't have been doing it. Having said that, you won't learn anything doing the same thing every time you go flying - so push yourself, go with others, and grow your confidence.

## Your Committee – Working for You!

### Brian Greenwood

I've been off the committee for a couple of years now, but I've attended every committee meeting to report for the newsletter.



I will say that they're great bunch of imperfect human beings, they take their jobs seriously and really do try to consider all aspects before making a decision. Occasionally one hears criticism, which is all part of free speech and democracy. Just don't let it get personal, they're doing a hard job with the best information they have to hand, and all for the price of nothing. Remember that someone will always criticize their decision, because there are so many different opinions in the club.

If you have positive ideas or suggestions, feel free to contact any one of them, it's possibly best to go through the Secretary or President. We should appreciate all of our volunteer workers more – how about saying 'thanks' once in a while?



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# For Sale

## Rans S-6ES ZK-JOR

Rans S-6ES Built by Paul Woodley Aviation at Rangiora Airfield.

Rotax 582 Blue top with only 424 hours. Airframe has 1811 hours. About 150 hours since engine rebuild and

450 on crankcases. Annual completed recently. We are still using JOR - so the numbers may change a little.

Used as club trainer and has been fastidiously maintained to the Rotax recommendations. Auto 2 stroke injection system.

Standard instruments with ICOM 200 Radio and Aucom headsets.

Recent Annual Inspection carried out by Wayne Lindebaum of Rangiora Light Aviation.

A delight to fly, comfortable and reliable. It has produced many fine pilots within our club.

The club has one Tecnam and is expecting another soon, so unfortunately JOR needs to move on to a good home.

<http://www.trademe.co.nz/Browse/Listing.aspx?id=1086210170> or e-mail [secretary@crac.co.nz](mailto:secretary@crac.co.nz)



# NIEUPOORT 17 MICROLIGHT FOR SALE

Imagine yourself flying this aeroplane!



- 7/8<sup>th</sup> scale replica. (Graham Lee kitset)
- Built approx. 2003 by Mike Kindon, Canterbury Recreational Aircraft Club, Rangiora.
- Less than 50 hours flying time.
- Volkswagen powered, 55hp engine. (Dual ignition)
- Brent Thompson 60" propeller.
- Lewis replica machine gun (optional).
- Wired for ground power.
- Brakes fitted.
- Always hangared at Rangiora airfield.
- (Rep) Plans #1145. MAUW 730 lbs. Empty weight 460 lbs.
- Reg: ZK-RFC (Royal Flying Corps).
- Regular engine runs.
- Annual certificate.
- Great condition.
- View by appointment (Rangiora).
- All offers considered.

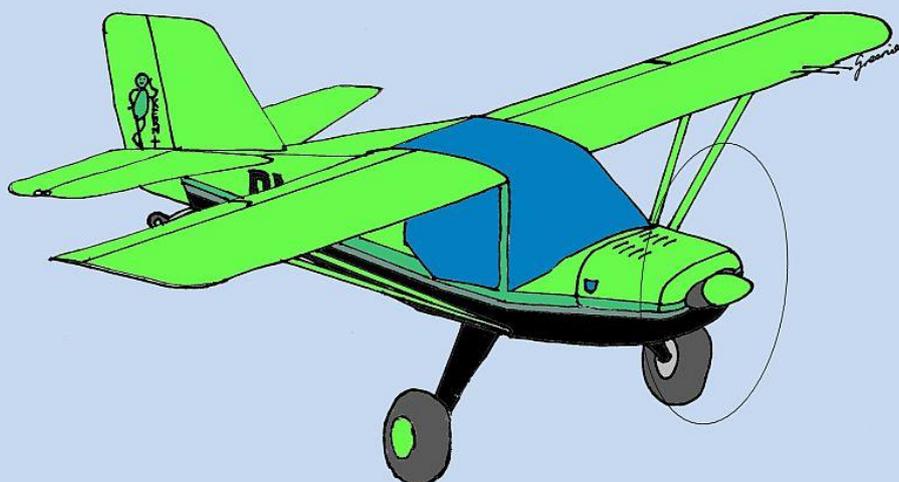
Contact **Dick Moore**

(03) 351 6068 evenings

or 0274 397 817

or email [linanddickm@gmail.com](mailto:linanddickm@gmail.com)





**Canterbury Recreational Aircraft Club (Inc)**  
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Rangiora 7440

[www.crac.co.nz](http://www.crac.co.nz)

#### WhatsApp

**CRAC Drop Of The Hat**

**CRAC Revolution** (for chat)

#### Facebook

[www.facebook.com/flyCRAC](http://www.facebook.com/flyCRAC)

#### Photos

[www.crac.co.nz/photo-galleries](http://www.crac.co.nz/photo-galleries)



Interested in joining us?

E-mail [secretary@crac.co.nz](mailto: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

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

**June 30<sup>th</sup>**, 7:00pm - Flying Enthusiasts "Meet Up" group at the Five Stags in Rangiora.

<http://www.meetup.com/Christchurch-Light-Aircraft-Enthusiasts-Meetup>

**July TBA** Possible CRAC Mid-Winter event

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:

**Buzz Harvey, Michelle Polglase, Dave Mitchell, Mark Greenwood, Scott James, Margo Migirdichyan**

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## New Members

Welcome aboard to:

**Darrell Baden**

Please make our new friends welcome.

## Congratulations

**Michael Odering**, Adv Local  
**Martin Healey**, Adv Local

Stop Press: We've just been advised that **Scott James** and **Basil Bulwalda** have passed their instructors licence, well done!

## Next Newsletter

Contributions requested, publishing deadline 6<sup>th</sup> July 2016.

Brian Greenwood, Editor  
([editor@crac.co.nz](mailto:editor@crac.co.nz))

*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.*