

# RecWings

The Magazine of the Canterbury Recreational Aircraft Club



**August 2016**

**Calling “Non-Standard” does not make it right!**

**Brian Greenwood**

I’ve heard a few radio calls that have had the phrase “non-standard” in them. Usually it is an excuse for turning the wrong way after take-off or doing something stupid in the circuit.

As a low hour pilot I humbly and respectfully request that things be kept as standard as possible. This includes radio calls as well, it is so much easier to understand standard phraseology than try to decipher something unexpected.

Likewise doing something non-standard in the circuit can make life less fun and much more tenuous for other traffic. I have two examples, the first is an unverified story that a Cessna Caravan called a “non-standard join” and orbited the centre of NZRT well below circuit height, all this with a busy circuit for 07. The traffic included at least a couple of low time students doing post-solo consolidation work. Apparently the Caravan driver got a fairly to-the-point message to vacate immediately and do a proper overhead join.

Secondly I recently heard a GA aircraft turning left off runway 25 (it’s a right-hand circuit for those unfamiliar) after calling a non-standard departure. Surely it’s not too hard to continue west out of the circuit area before turning south?!

There are times when things have to be different, for example joining directly to downwind because of a low cloud base or turbulence, but if you have to do something “non-standard” under normal flight rules, then my guess is that you’re reducing safety margins somewhere.

There’s definitely a driving analogy here: An idiot driver doesn’t bother indicating if no-one’s around; a good driver always indicates knowing that, even if they miss seeing someone, the other person at least knows what’s going on. An idiot driver leaves his lights off in fog or until it’s really dark; a good driver turns them on to increase his visibility to others (esp. coming out of side roads).

My thought is this: if it has to be non-standard, let it be for safety reasons, not for laziness or simple expediency. Think of those who have to cope with your actions. And please forgive a low-time pilot with a non-standard bee in his bonnet.

**Cover, Scott James and Iceman (Easwaran) in ZK-RGB and RGA formate on Roy Waddingham in ZK-PAB, 14/8/16. Photo by the Editor.**

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## She's here! RGB has arrived

Brian Greenwood



Thanks to Scott James's excellent communication skills (and my flexible employer, thank you!) I was able to get to the Airfield on Friday the 12<sup>th</sup> to see our new baby, Tecnam ZK-RGB, arrive. I can almost see Rangiora Airfield from my desk so it would have been pretty difficult to concentrate anyway.



After a fairly rough flight down (especially past Kaikoura), Tecnam delivery pilot and MD of Tecnam Australasia, **Giovanni Nustrini** landed our latest acquisition amongst the birds at Rangiora on Friday the 12<sup>th</sup> of August.

Our technical lads lost no time in checking out the brand new aircraft, making sure it was exactly as ordered (a wing either side, one propeller, proper steam gauge instruments, bigger wheels, and the undercarriage fixed to the bottom of the plane, etc.). RGB does not disappoint, she looks like the sexy Italian model that she is.

It didn't take long before the cowlings came off, from memory the prop had hardly stopped on RGA before we



*Left, Stewart describes the number of engines ordered for ZK-RGB, Right, the crew go about locating said engine.*

*(Editor's note: Sometimes my technical knowledge is exceeded by events...)*



were into it. Immediately afterwards Operations Manager **Stewart Bufton** and **Wayne Wilson** took RGB for a post-delivery acceptance flight.

The aircraft flies beautifully and has already been placed into initial service, having exceeded the number of hours test flying required.



I thought that was a great day until Scott organised an air to air photo shoot for Sunday. The bookings were filling up fast so we had to get in quick.

A huge thank you to Roy Waddingham for flying the camera ship (ZK-PAB), giving his time and donating his flying budget to the club. Apart from organising the event, **Scott James** flew some excellent formation work in RGB. **Iceman** had the difficult job of flying in the number three position in RGA, and did so with remarkable skill. In fact he angled the Aircraft as if turning in to the formation (from a safe distance) and flew straight – makes for a good, dramatic shot! Great skills all around.



Well, perhaps not for the photographer! My glasses were vibrating so much in the slipstream that I couldn't focus (cheap chinese models give a very small in-focus spot) and my eyes were streaming in the freezing blast.

All I could see was a very blurry white blob in the viewfinder and occasionally the red focus confirm LED. I was hoping I wasn't

focussed on PAB's tailplane, after all their efforts! Luckily the camera coped better than I did and it all came out well.

Somehow the photos are pin-sharp, much better than the JOL-JOR formation. This time I had removed the lens shade so that the camera vibrated less in the air flow, certainly something made a difference.

Who's next? 701 squadron?



### Tecnam Tow Bar

**Wayne Wilson** - Please use the tow bar when moving the Tecnams around the hangar, it's chock full! Note the tow bar has been fixed recently so that it now fits RGA.



## A Precautionary Landing

Mike Glen

“A precautionary landing is one of the most important skills any flier should master” - **Tony den Haan**, Acting CFI Canterbury Recreational Aircraft Club.

A stunning Saturday morning in February and there is a fly in to Hokitika. Several of the club are there or en route already. What the heck, lets go. Stewart's plane is indisposed after a river bed altercation so we climb

aboard the trusty Savannah. An uneventful flight over Arthur's pass and we land at Hoki. John kindly took an empty 20 litre container over there in his plane and Hamish drove me to the local petrol station so I could top up the tanks and ease my fuel concerns. A team effort built on good will and common interest.

Lunch over, talk strayed as to what to do next. Coffee at Okarito seemed a great idea. That portion of the West Coast is stunning with open sandy beaches, swampy hinterland, large rivers scattered with baches and white bait stands all rising into the background of huge mountains flanked with native forest. It's a truly magic country that we are privileged to live and fly in.

Okarito has a red box around the lagoon suggesting a no fly zone to protect the native white heron colony. Along the beach to the airfield/paddock at Okarito village that seconds as a walkway between the camping ground and the beach itself. A low pass scares off the Mums with prams and little dogs and we land without drama.

A short walk within Stewart's limit of a ½ km (why walk when you can drive philosophy) sees us sitting in the sun having coffee and slice and talking to English tourists.

After taking off we have a serious discussion about the way home through the Alps. It all looks covered in cloud to me. Stewart with his eternal optimism feels the cloud is higher than the Whitcombe pass directly in front of us. He assures me we will poke our nose in and turn around if not passable and there are always several other passes to the north.

Sure enough the pass opens up clear and calm and we sneak through and it's all downhill on the

other side. One of those places where you feel very small and vulnerable in our wee plane. (Enclosed photo of the beautiful glacier fed lake at the top of the pass.)

We fly down the Rakaia River with a smooth but surprisingly strong tail wind. As the valley opened and the gorge came into view there was a wall of low lying murky cloud beyond which were the Canterbury plains. It became increasingly dense the closer we got. We started considering all our options. We tried the radio to see if other valley systems to our North were open but no luck there. By this stage we had slowed right down and dropped some flap into a poor weather configuration. Slow in a Savannah is really slow and allows one time to review the situation.



I had been looking at various river bed landings and paddocks on the way but they were unfortunately all further than Stewart's comfortable walking limit to a farm house. Off to our right were two huge marquees on a paddock beside a small lake. A church meeting, a political conference, perhaps some weird cult gathering? Whatever there were cars outside the tents so people were present.

Perhaps we could sneak down the gorge under the cloud but when I could no longer see the tree tops on the cliffs above it was time to turn around. Decision made and agreed it was time to land somewhere.

A pass over the paddock in front of the tents looked fine so we touched down and pulled up beside a large stack of hay bales. Another situation where I was thankful the Savannah was comfortable landing in a paddock and I had practised much tighter landings many times.

We wandered round the deer fence to the tent with the action happening and found 20 odd people preparing a wedding feast for 150 guests of a Singaporean couple. The ceremony was actually taking place on a terrace not far away.

What amazing Kiwi hospitality, with coffee food and the loan of an 022 cell to ring home (Our 027s didn't work there). An advertising plug for White Tie catering! A young lady working there then drove us to the brown pub in Methven to complete our rescue. My dear Sue graciously put down her wine and drove to pick us up when it was by then 7.30 at night and we were all rather tired.

The alternative of pressing on into the gloom that day may well have had a very different ending. I shudder to think of the alternative if we hadn't taken Tony's sage advice and done a precautionary landing.

Mike Glen

## Air to Air photos of ZK-EEZ

Terry Salmon

The attached are pics I took from Mike Small's KTO (Dave Mitchell at the helm) with Murray Vincent flying EEZ. FYI, camera was an Apple iPhone 6, and all these pics have been adjusted/enhanced using Picassa (which is a very VERY simple sort of Photoshop - I used to teach photography at Chch Poly-tech in a



previous lifetime, where from memory, we used Photoshop 3 - it's probably Photoshop 25 by now).

Murray knew EEZ when he was a boy and followed its build - he knew EEZ when it was nothing more than a plank of sitka spruce, some sheets of ply, several yards of pre-doped linen, a brand new VW 1600 and a plan. EEZ was built by the late Cyril Cawthorn in the Timaru area which is where Murray is from. Cyril did a fantastic job -

EEZ hasn't changed that much, and still flies much the same as when it was flown by Sir Tim Wallace - the logbook records Sir Tim's comments - "a snappy, precise little aeroplane - a complete delight". In

fact, EEZ is still covered with the same linen, and Evan Belworthy, who completed its last annual, tells me it's as good as the day it was first put on - this is a good thing!

When I took these pics, Murray was in precise formation, Dave had KTO in a turn, and I don't think Murray moved more than an inch or two while all this was going on. It's a privilege to have Murray flying this aeroplane on a regular basis. He is both a highly experienced pilot as well as a great mentor.



**Editor:** Here's a couple of airfield photos of EEZ from a few weeks ago. The only reason they're bigger than the (far better) air-to-air is that I have them in higher resolution



## Friendly Frasers of Forest Fields Feed Fervent Flyers

**Buzz Harvey**

Despite the weather looking a little dodgy, a good number of CRAC members braved the wintery conditions and flew over to Forest Fields for brunch recently. The hospitality offered by Duncan and Jane Fraser is outstanding and 'Breakfast at Frasers' is becoming a heralded event.

Duncan and Jane have a great lifestyle property located on Forest Fields airfield (NZFF). Well positioned on the southern side of 05-23, their hangar provided a great spot for a very tasty brunch, incessant aviation chatter and a great view of aircraft coming and going. There must have been about 20 aircraft on the Fraser Ramp, along with a good number of automobiles out the back, providing a great turnout. There was heaps of tucker, all expertly cooked by Jane and Duncan, with able assistance from brunch sous chef, Dave Macpherson.



Flying over was a little interesting in the wind, but thankfully the brief rain shower came and went during the eating phase of the operation, so flying home again was in sunny albeit windy conditions. NZFF local Phil Seale gave a number of arriving Super 701s a hurry-up in his C185, patiently providing Forward Air Controller duties ensuring the safe arrival of all. Phil's new Savannah was also on display, a beautifully built aeroplane silently providing encouragement and example to Tony denHaan and Doug Pilbrow, who are building their own machines, which they promise will be ready by Christmas!

It was great to have such a great turnout on such a nippy winter's day, but the hospitality, brunch and camaraderie made it well worth it. It was also cool to see the mighty wee John Deere infiltrating the Massey Ferguson stronghold.... now if we could just slot a cool old Ford in between the Dodge and Holdens! Sincere thanks to Jane and Duncan Fraser for hosting

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us and also to Dave Macpherson as the Duncan's Man Friday. Many will be looking forward to the next one, I know I am!

*Buzz Harvey*

*NB: Photos courtesy of Ross Marfell and Michelle Polglase.*





*Right, meanwhile,  
on another planet  
(not far removed  
from the  
Greenwood Home  
for Retired Gentile  
Geriatric Pilots)*



## Going Solo

Michelle Polglase

I'm sure most of you remember your first solo very vividly. It's the best feeling ever.

I started learning to fly with Doug Anderson, then ended up training with new instructor Basil Buwalda who was very keen to get some hours up too. Perfect! It took me a while to judge the ground distance on landing to really get the hang of the 'flare'. But once I really felt comfortable with that in variable wind conditions it was time.

Out at the field, doing my circuits in the trusty old Tecnam, then suddenly it was "stop the plane and drop me off. Stu is getting in." I must have passed the Stu test, because after several circuits Stu jumped out and I was on my own.



I must say the formerly busy circuit went eerily quiet as very sensibly, other traffic gave me a very wide berth. Taxiing – rolling – and I was off. Flying solo, totally responsible for my actions. The drilling we do, the routines we practice mean actions become almost automatic.

Did I have a giant grin plastered on my face? Yes. Did I talk to myself through each action, punctuated with "I'M FLYING A PLANE"? Yes. Was I on a high for the next few days? Yes.

Awesome.



*Left, the pretty Flight Design CTLS pounding the NZRT 07 Circuit (not literally!) on Sunday August 7<sup>th</sup>.*

## A BIG Thank you...

Brian Greenwood

The Committee was discussing our amazingly good flying hours are for the last couple of months, roughly 170 hours all told. They have asked me to pass on their heartfelt appreciation to the Instructors for their hard work and effort; you're doing a super job and training some great pilots. Thank you!

I'd also like to do a wee shout-out of appreciation to our Secretary/Treasurer as well. Scott James's work load must have doubled since he took office!



Our sexy new Italian model, RGB, in company with her still sexy older sister, RGA. Scott and Iceman perform some sharp formation flying and Roy doing some tricky flying for the camera ship.

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## Flying Enthusiasts Meetup

Michelle Polglase

The inaugural 'Flying Enthusiasts Meetup' was held at Five Stags, Rangiora last month. Meetup Groups are a way of connecting socially or professionally with people with similar interests, and it was fantastic to see a good turnout despite some people turning up on the wrong night (you know who you are).



The next Meetup is scheduled for drinks on **Wednesday 31st August**, 7pm at Styx n Stone at Northwood (note the changed date since early notifications)

Numbers are limited, and it would be great to get as many CRAC members along as possible so take a look at the Meetup Link here and RSVP if you're keen:

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

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## NZLX Motels

Brian Greenwood

There was a discussion at a recent committee meeting, actually the social bit that comes before the meeting, about what a cool operation that Nigel Forrester runs at Alexandra Airport.

Since Nigel is kind enough to advertise in RecWings I thought I'd pass the conversation on.

Apparently they are usually able to hangar visiting aircraft, and there are loan cars available as well. That makes it a pretty cool fly-in destination for us flyers. We're getting good reports of the Motel too.

One thought – if a Motel is a “Motor Hotel” for cars, does this make NZLX a “Flotel”? Now that I've re-read my correspondence I see that someone has already described it as a “Flytel”!



*Left, the CRAC House and Hangars looking good against the resplendent Southern Alps, Sunday August 7<sup>th</sup>*

## Clubhouse Clatter - August Update

**Buzz Harvey**

The cooler winter months haven't seen much action on the clubhouse front, although we are working to improve clubhouse cleaning. We will have a Vision Technician sort the windows soon so we can sit and admire the fabulous landings made by club members and scoff at the GA bounces. As previously mentioned, and when funding allows, the next projects will include installing power and lighting in No.1 Hangar, water to the No.1 hangar aprons for aircraft cleaning and new club signage. If anyone has any ideas or useful contacts for facilities improvement, please let me know. Also, thanks to Margo for keeping our new computer operational and has recently installed new anti-virus software.

Both our club hangars now have a small whiteboard within each hangar for tenants to record their name, aircraft rego, and their mobile contact phone number. The No.1 hangar board is next to the side door and the No.2 hangar board is over by the toilet. This is so an aircraft owner can be easily contacted if there is an issue with their aeroplane. If you are a tenant, please annotate your contact details on these boards and please also remember to keep it up to date.

The Committee has given our local ATC Squadron permission to use the clubhouse on Thursday nights. There is a regular ATC Unit Support Committee meeting on the second Thursday of each month and they also use it ad hoc on other Thursday evening. We welcome the clubhouse being used, but if you need to use the clubhouse on a Thursday evening, please contact me so we can ensure there are no conflicts.

We all have heard the phrase; *'Your mother doesn't live here'*. Please keep it in mind when having a cuppa or something to eat. No matter how long they are left there, the dishes will never wash themselves. Please clean up and don't leave it to your fellow club members to clean up your mess! Please also don't use our club wheelie bin for your household rubbish, as has been happening. Garbage in your flying yarns is welcome, but please keep your household waste at home.

We are still looking for more tea/coffee mugs for the clubhouse. If you have one at home that you can spare, please bring it along, especially those with interesting graphics etc.

Lastly; *please, please, please*, do not drive on the new grass. There are now unfortunately lots of unnecessary vehicle ruts in it as it is still quite soft.

Cheers for now

**Buzz**

kiwisfly@clear.net.nz

## Committee Member profile – Michelle Polglase

### Who are you?

Michelle Polglase, novice microlight pilot. I have two daughters, one of whom has had her first trial flight actually. I work fulltime in the tech sector while studying part time for my MBA at

Canterbury Uni, and was thrilled to discover there are flying exams now too.

### How do you earn a living?

I'm the Business Development Manager for a tech company called Opmetrix, which provides CRM software for sales teams. I also teach yoga classes, which has come in handy both for climbing into the cockpit and for remembering to breathe while dealing with a simulated engine failure after takeoff.

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

I'm a relative newbie, having joined in February this year.

### What made you join?

I heard about microlights and the club last summer, and thought I might perhaps check it out one day. Then I was on a course with Scott James and Basil Buwalda in February and they were talking about flying...and suddenly I was having a flying lesson with Doug.

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

I've been on the committee since April this year in a 'Marketing' capacity.

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



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I've been really impressed with the interesting people I've met who share a passion for flying. I see an opportunity to share more of the amazing flying experiences people have had with a wider audience, and help develop a real sense of community.

### What's your flying history?

I had a flying lesson for my 16<sup>th</sup> birthday. I was just a typical teenage girl really; I wanted to be a pilot and was in the Air Training Corps for a few years. I sat next to another Michelle (Woods) in physics at school who did go on to become a commercial pilot for Ansett and we'd talk flying. And okay, I even applied for the Air Force as a pilot, not successfully obviously. So that was that. Fast forward: I've recently gone solo in the club Tecnam.

### What aircraft have you most enjoyed flying?

I've been lucky enough to have been on a few cross-countries now in various planes, though I confess I haven't quite got the variable pitch prop sorted yet. It's hard to choose one! Scott's Zenith 601, Volkmar's Alpi, Glenn's Sting S2 were all very fun and a change-up from the Tecnam. Mind you I haven't landed on a riverbed in a Savannah 701 yet...



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

Jetpack.

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

There are some interesting developments in electric planes, so I'll keep an eye out.

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

Solar Impulse 2 is quite elegant.



*Above, Solar Impulse 2 in flight. Michelle's pick for most beautiful aircraft flew 40,000 km around the world without using a drop of fuel, amazingly. And it cruises slower than JOL... both photos from [www.solarimpulse.com](http://www.solarimpulse.com)*

### Do you have any safety advice?

The more I learn, the more there is to learn. How about "*listen.*" I've learnt a lot about what **not** to do from those debrief cuppa's around the clubhouse table.

*Thanks, Michelle, for fronting up and doing this, it's a good way of getting to know our Committee. And nobody else has fronted this month! So who's next?*

## Wings of History – Vickers Viscount

Brian Greenwood

The Vickers Viscount was the first airliner to be designed from new for turbo-prop engines. It first flew in 1948 and featured cabin pressurisation and large panoramic windows. Originally named the Vickers Viceroy after Lord Louis Mountbatten, it was renamed the Viscount in 1947 following India's independence.

It was designed to take either the Rolls Royce Dart or Armstrong Siddeley Mamba, however only the Dart was used for production aircraft. The early 600 series aircraft could seat 32 passengers, and the 700 series could seat 48 to 53. There was a one-off pure jet version, the type 603 Tay Viscount. This aircraft was used for development work for the Vickers Valiant bomber (the power control systems) and later used by Boulton Paul for the development of electronic flight control systems. The Tay Viscount became the first aircraft to fly without a mechanical linkage between the pilot's controls and the control surfaces.

In airline service the Viscount was praised for its fuel efficiency, lower noise levels, and smoothness compared to its piston-engined contemporaries. Many airlines (especially in the U.S.A.) noted the 'Viscount effect', which

generated more passengers because of these features – plus the pressurisation and power which allowed it to fly over most weather.

New Zealand's National Airways Corporation were impressed with the Viscount after the 700 series prototype won the transport section of the 1953 London-Christchurch air race.

Unfortunately there were only 2 airfields in New Zealand capable of operating the

Viscount – Auckland and Christchurch. In 1954 the Government pushed the development of airfields and it was promised that Wellington would be upgraded by 1958. Therefore NAC ordered 3 of the new 800 series (model 807 to be exact) for delivery in 1958. These would replace the DC-3's on the main trunk service.

After introduction into service passenger numbers increased significantly, the 'Viscount effect' worked in New



**Above,** Vickers Viscount 700 Prototype G-AMAV at London Airport before departing on the London – Christchurch Air Race, 8/10/53.

**Below,** ZK-BRD at Wellington in 1971. *Source: both Wikipedia*



Zealand as well. Palmerston North became an early destination, and Momona (Dunedin) came online in 1962 so a fourth aircraft was ordered. Eventually Hamilton and Invercargill were usable and a fifth, second hand, aircraft was purchased and modified to Mark 807 standards.

The Viscounts served New Zealand extremely well, eventually being retired in 1975. Some of them had early signs of wing spar fatigue, but most were repaired and sold. Famously, one of the NAC Viscounts had some windows removed and was used as a camera ship for NAC's new Boeing 737-200's. The resulting photos were so good that Boeing used them for their publicity (although I'm still trying to confirm this).

I only know of two accidents involving the Viscount in NAC service, ZK-BRD City of Wellington landed wheels-up at Whenuapai when the co-pilot accidentally selected wheels up instead of full flaps. The damage was moderate and the aircraft was back in service less than a month later, during December 1958. This accidental

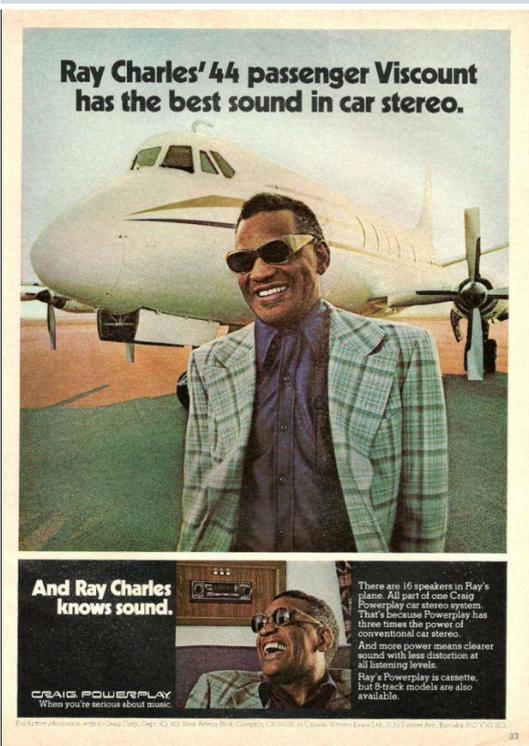


selection of undercarriage up was not unknown in the Viscount and occurred to other operators. In February 1963 ZK-BWO ran off the end of the Wellington Runway after experiencing wind shear on short finals. There were no injuries and the aircraft was repaired quickly (they made them tough in those days!).

Knowing that Pat Scotter (operator of Rangiora Aircraft Engineering, former expert 747 driver, and all-round nice guy)

flew the Viscount in his early days, I dropped in to ask for some memories.

Pat says that the Viscount was a beautiful aircraft, and very nice to fly. He did say that the control wheel wasn't large for a big aircraft with full manual controls, and could be quite a heavy workload when landing in difficult conditions. The brakes were "poor" too.



*Left, a magazine advert for a sound system featuring Ray Charles's personal Viscount.*

*Above and Right, The two beautiful Viscounts in distress, luckily there were no injuries and the aircraft were returned to service quickly.*

*I've been unable to track down the owner details for these two photos, however they're both from [www.vickersviscount.net](http://www.vickersviscount.net)*

Pat recalled the irony of the unintended wheels up landing, in that one of the pilots involved had been requesting Vickers to put an additional mechanism on the undercarriage retraction control to prevent just such a thing.

He also recalls the reaction of one of their senior pilots, looking at the wheel used to adjust the rudder pedals back and forward – "Exactly the same as the one on the Vildebeest!" The Vildebeest was a large, single engine patrol bomber used by the RNZAF from 1935 through to mid-war. It first flew in 1928, obviously Vickers didn't change the design unnecessarily.

We are lucky that we have a preserved Viscount in the shape of ZK-BRF 'City of

Christchurch' displayed indoors at Ferrymead Heritage Park in Christchurch. We have the volunteers at the Ferrymead Aeronautical Society and Air New Zealand to thank for looking after this handsome piece of history. Those of us who recall the high pitched buzz of those four Rolls Royce Darts appreciate the hard work.

This airframe has flown nearly 36,000 hours, completed 32,272 landings (and I guess a similar number of take offs, excuse the humour), with 30,373 Hull pressure cycles (Source [www.vickersviscount.net](http://www.vickersviscount.net)).

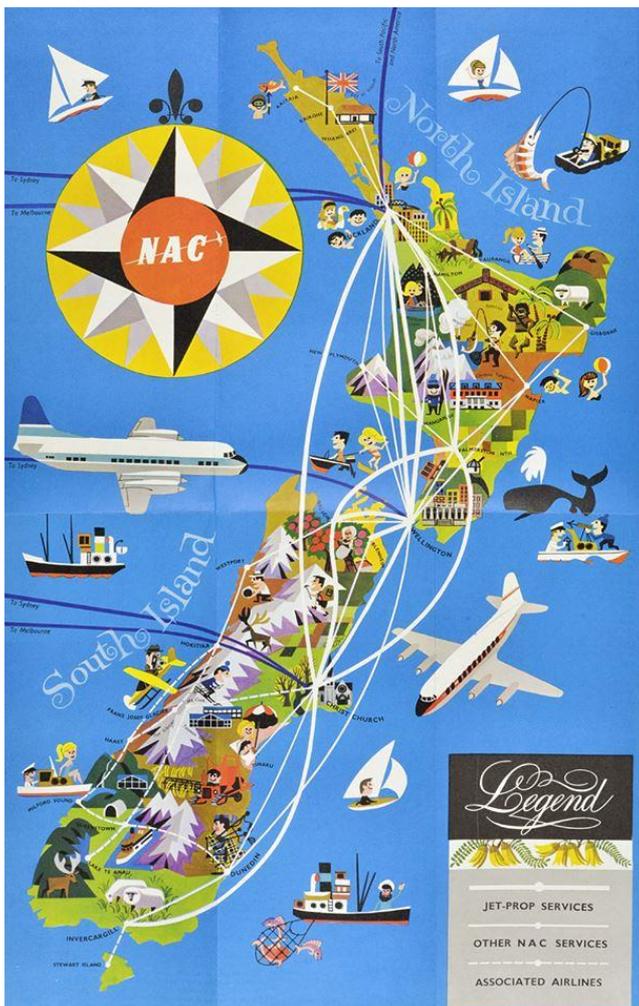


Ferrymead's a favourite destination and highly recommended. Take a Sunday off, go and ride the trains and look at the Aeronautical section's lovely bits and pieces – they have a Hudson and a Mosquito as well. ✈

*Above and below, ZK-BRF in splendid form at Ferrymead Historic Park.*

*Left, NAC Publicity poster produced shortly after the introduction of the Viscount. Note the 'Jet-prop' services and 'Other' ones! Also the TEAL Electra sneaking in from Australia.*

Source:  
MOTAT



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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.



**Call Wayne: 03 313 6987 or 021 214 5091**

**Email: [rangiora.light.aviation@hotmail.co.nz](mailto:rangiora.light.aviation@hotmail.co.nz)**

**[www.lightaviation.co.nz](http://www.lightaviation.co.nz)**

## August 2016 Committee Meeting notes

- General discussion on the Maintenance Seminar held in our club house.
- Good income for month due to high flying hours
- Final payment on RGB made, due in a couple of weeks
- Bank bal approx. 6K
- Stewart Bufton will report on costs of (eventual) overhaul or replacement engine for RGA
- RGA flew 80 hours (and 70 in the previous month). JOR did 5 (note to editor to thank instructors)
- Masterton has also purchased a Tecnam (and now have an under-utilised Rans)
- Committee approves Glenn for Instructor training
- Proposal to lease a tail wheel aircraft considered but declined
- RGA currently off line due to brake repairs (note: repaired in time for Friday morning's training)
- Stones have been vacuumed off the runway in some areas, and the runway numbers re-lined (please stay off them!)
- There is a plan to temporarily halve the width of the runway to enable the grass to be re-sown
- Tractor for Airfield Fire Truck has been purchased and PTO being arranged.
- Working Bee to be arranged to clean club windows
- Power and Water being organised for new hangar.
- Anti-Virus software purchased and installed on club computer.
- Some pre-payments pledged to enable a fuel storage system for the airfield. Will assess after Christmas due to financial restrictions
- Club and Aircraft signage to be upgraded after new aircraft on line (and funds permit)
- Confirmation by the Committee that Instructor Check Flights with the ATO are at the club's expense
- JOR insurance to be reduced to 20K – also a price for removing the ab-initio training insurance as an option.
- Mike to organise a fly-in to Ashburton on September 3<sup>rd</sup>

## Muddeler's Corner – Hobbyboss 1/48 Grumman F4F-3 Wildcat

Brian Greenwood

I'm taking a break from my Battle of Britain theme to model an underappreciated (IMHO) aircraft. It's quite relevant to New Zealand too, both in its Fleet Air Arm Colours and USN schemes. If you want to see how relevant it is in USN tones just grab an atlas and see how close the Coral Sea is to OZ and NZ. That's where the USN halted the Japanese advance!

Hobbyboss shares some resources with Trumpeter, another Chinese brand. They don't always make



accurate models but when they get it right, they're lovely. The Wildcat fits this bill. There's been some minor whinging about the shallow wing locating tabs and tricky undercarriage but I didn't find either an issue. The only real problem is the canopy is too shallow, which I fixed by gluing a little stretched sprue underneath. Not prototypical but it fixes the problem and is difficult to spot.

The canopy and windscreen are excellent mouldings and very thin – as I found out when removing the interior masking. It now has a big crack along the top. I call it "combat damage" to anyone who asks.



Paints were from the Vallejo USN set, all airbrushed acrylics. Despite most of my models being in dark green and dark earth or ocean grey, I reckon that the USN schemes are some of the most attractive.

So, a nice easy kit in a pretty colour scheme, good interior detail and (apparently) quite accurate – what's not to like? Well, newer generation kits have

separate control surfaces, that's about all I can think of.

Highly recommended.



# For Sale

## Rans S-6ES ZK-JOR

### \$25,000 o.n.o.

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.

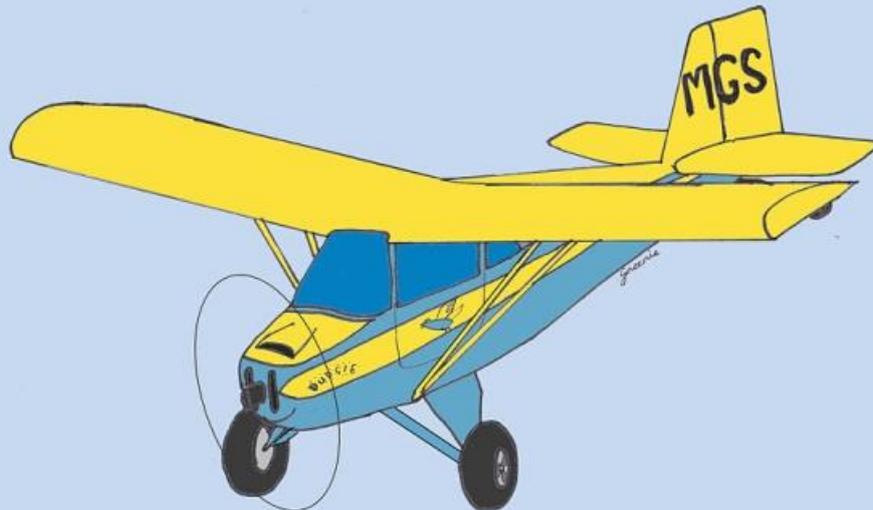
Recent Annual Inspection carried out by Wayne Lindebaum of Rangiora Light Aviation.

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

The club now has two Tecnams, 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)





**Canterbury Recreational Aircraft Club (Inc)**

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**CRAC Drop Of The Hat**

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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

**August 31<sup>st</sup>**, Aviation Enthusiasts 'Meet up' group, Styx N Stones, Northwood, 7:30pm drinkies

**September 3<sup>rd</sup>**, CRAC Fly in to AshVegas

**September 3<sup>rd</sup>**, Rangiora Festival

**September 10<sup>th</sup>**, Bridge Pa Tail Dragger Weekend

TBA Possible CRAC Mid-Winter event

TBA Chch Tower Visit

TBA Potential Chch Radar Centre visit

Keep your eye out for club e-mails, or join the **CRAC Drop Of The Hat** WhatsApp group for informal group fly-aways. And **CRAC Revolutionary** for chat and photos of flying cats.

## Contributions and Attributions

A heart-felt 'Thank you!' to the following contributors: **Mike Glen, Terry Salmon, Buzz Harvey, Michelle Polglase, Ross Marfell**, plus the Tecnam formation pilots: **Roy Waddingham, Scott James, and Easwaran (Iceman)**.

## New Members

Welcome aboard to:

**Ana O'Donnell**

**Paul O'Donnell**

**Kaleb O'Donnell**

**Frederick DeLange**

**Andrew Drain**

**Jarrold Heap**

Please make our new friends welcome.

## Congratulations

**Michael Sheffield**, Adv. National

## Next Newsletter

Contributions requested, publishing deadline 7<sup>th</sup> September 2016.

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

## Back Issues

[crac.co.nz/1\\_45\\_magazines.html](http://crac.co.nz/1_45_magazines.html)

*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.*