

CANTERBURY RECREATIONAL AIRCRAFT CLUB

June 2013 Newsletter

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President's Report May 2013

Hi all and welcome to a new year for the club. As you know we have just had our AGM in the new clubhouse which was a great thrill for me as we enter the next exciting chapter in the history of the club.

We have a new committee of old and new and I welcome you all especially Deane Philip, Tony den Hann, Alistair Millar and Easwaren Krishnaswamy. Also welcome back to Wayne Wilson who has come onto the committee as the club Patron. Wayne brings a wealth of knowledge and experience in aviation and being a long time member of the club he know a lot about the history of the club and recreational aviation in general.

As you will see from the minutes of meetings, below, we have a very strong team all of whom have considerable experience and capability at the roles they have generously undertaken for us.

As President, at the first committee meeting of the year, I stressed to the new committee that it is very important that we be seen to be a stable and single minded, coherent, group that can be relied on to get it right most of the time. As I said at the AGM, the club elected us; now trust us to act for you in the best way we can.

We are keen to open up the club to more members and we will try to encourage younger pilots as well as try to get more female fliers into the club.

You will see more club events both flying and aviation interest events in our new clubhouse. We will dispose of JOL and JOZ in the next few weeks and put the funds aside to go towards a new aircraft.

This year we will see the new club hub become the focus of the club and we will be actively setting up small project to tidy the area up. Keep an eye open for working bee days as we have plenty to do.

That's all for now

Mike

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Meeting Notes

AGM, New club house, 24th April, 7.30 pm

This was the first formal use made of the new club house (still being 'installed'), using a temporary power connection, and it's clear the 40 members present were most appreciative of the work done by the sub-committee, headed by Buzz Harvey, to achieve this outcome, as particularly noted by the President.

The main points of the meeting were:

- **Reports:**
 - **President:** Mike commended the work of the building committee headed by Buzz Harvey; reminded us of the importance of harmony within the club, and of letting the committee get on with the jobs they were elected to do.
 - **CFI:** Rodger Ward read Dave Mitchell's report which complimented Easwaren on his progress to instructor and his valuable contribution, including the very successful training course for eight applicants.
 - **Treasurer:** Graeme reported on the year's net profit (good hangar rents and no aircraft damage), and recommended: minimising the hourly rates, disposing of both RANS, and replacing them with a new generation aircraft.
 - **Safety Officer:** Stewart Bufton said there had been no serious accidents, despite some poor procedure which highlighted the need to keep a good lookout especially on take-off.
- **Elections:**
 - **Patron:** Wayne Wilson (carried by acclamation).
 - **President:** Mike Sheffield.
 - **Treasurer:** there being no nominations the committee was directed to seek a willing applicant and make the appointment.
 - **Secretary:** Graeme Main
 - **Captain:** Easwaren Krishnaswamy.
 - **Committee:** Doug Anderson, Tony den Haan, Stewart Bufton, Alastair Millar, Deane Philip.
- **Decisions** made by the meeting were:
 - JOL and JOZ to be sold after advertising them appropriately. (both are now in their new owners' hands. Ed.)
 - More upmarket aircraft to be bought using those funds plus surplus when clubhouse is completed.
 - Build new hangar - only if it can be fully funded by selling No 2. and ratified at an SGM.
 - More Oxford strip functions to be aimed for, in collaboration with Dave McPherson.
 - AED (Automatic External Defibrillator) to be purchased (approx \$3000) as they are real life-savers.

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Committee Meeting 1 May 2013, 7:30 p.m.

The Meeting was held at Kaiapoi Working Men's Club, as usual.

Present: Committee members: Wayne Wilson (Patron), Mike Sheffield (Chair), Graeme Main (Secretary), Easwaren Krishnaswamy (Captain), Doug Anderson, Stu Bufton, Alastair Millar, Deane Philip, Tony den Haan,

Apologies: Nil

Visitors: Peter Collins (Editor)

New Members Accepted:

- Ken Richards,
- Allan Tallentire,
- Mark Siemerink,
- Chris Rossiter,
- Wayne Lindebaum,
- Jonathon Sharp

Treasurers Report: Current Balance - \$99,796.14; Sundry payments of \$8663.24 (mainly for clubhouse development and club aircraft operations) were approved.

General Business:

- **Suggestions** for projects over the coming year:
 1. Membership drive for younger and female members.
 2. First aid course to be held
 3. More Open Days to be organised
 4. Web page to be updated and Facebook page to be organised
 5. Picnic area to be developed.
- **Task allocations (committee):**
 - Wayne Wilson: Membership,
 - Alastair Millar: Operations (supervision of aircraft maintenance)
 - Stewart Bufton: Clubhouse supplies
 - Doug Anderson: Clubhouse landscaping (Elizabeth Lovelady's offer to design a suitable layout was gratefully accepted),
 - Tony den Haan: New Aircraft research,
 - Deane Philip: Marketing, New Hangar research,
- **Task allocations (ex-officio/co-opted):**
 - Buzz Harvey: Property (hangar and clubhouse maintenance supervision)
 - TBA: CFI, Safety Officer, Treasurer
 - Peter Collins: Editor

Club Aircraft – to be sold as recommended by the AGM to the interested buyers: JOZ for \$15,000 and JOL for \$25,000 unless offers through TradeMe above \$17,000 and \$28,000, are received within one week – offerors to be given the opportunity to better any outside offer. (Editor's note: JOL is now in the hands of its new owner, fellow club member Brian Greenwood, who hopes to get his wings in it before too long.)

New Clubrooms – proceeding well under Keith Dekkers' guidance with assistance from Alastair Millar. Keith estimates an additional \$22,000 will be required to be spent on top of the \$10,000 approx already spent to complete works to Code Compliance standard. Any additional work contemplated can be considered at a later date when our financial situation is clearer. At the time of the meeting power was still not connected, but Mike Sheffield successfully took this up with Council.

Hangar No 2 – an offer has been made to purchase by a club member and as guided by the AGM it was resolved that this should only proceed if we can build a new hangar for no more than that price, and subject to ratification by Special General Meeting. Deane Philip offered to research the costs of a new hangar and report back.

Computers - Two are needed: one for the clubroom for weather reports, aircraft booking system, and general membership use; the other a laptop exclusively for Treasury use, because portability is a significant advantage for the convenience of the Treasurer. Peter Collins provided a wide-screen monitor, kindly donated to the club by [i.t.online](#)

Vacancies - The vacancies for CFI and Safety Officer will be reviewed after Dave Mitchell's return from vacation. There were, at the time of the meeting, no takers for Treasurer, but Graeme Main advised that he will carry on for the present, and hoped that when the dedicated Treasury computer is set up, various people could easily be trained in its use. He also suggested Brian Greenwood as a possible new Treasurer and would ask him if he would assist. (Editor's note: we understand from Brian, who has a strong IT background, that he is willing to help in this role on a trial basis).

The meeting closed at 9:40 pm.

Graeme Main, secretary

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Operation Brooklands

**The New Club House has
landed!**

Operation Brooklands is progressing well and many of you have been able to have a look through the new building. I'm sure you will agree we have the bones of a great clubhouse, with heaps of potential to really make it our own.



The building is now in its new resting place, the main services connected and the initial compliance changes in progress. The stages in the initial move are well illustrated in the photos, which pretty much say it all, except that it took almost four hours to get it across the Waimak and in to the airfield - in the rain.



The technology involved was fascinating. The house was lifted on jacks and the "kneeling" trailer eased in under it, raised to take the weight, and progress paused until traffic flow minimised in the wee small hours. Then, under cover of darkness it was driven to our airfield,

... where it was eased through (and over) the gate at threshold 25 by lifting it higher with the trailer rams. Then the whole exercise was driven down 25, well below lift-off speed, and the truck manoeuvred over the final location.



The side jacks were put in place, extended to take the weight, and the trailer knelt down and was eased out from under,

... allowing the post-hole digger in to prepare the footing for the piles. You can just see the driver's right forearm working the hydraulics, from his recessed seat, tucked down in front of the motor housing.

After they were all dug, the holes were filled with concrete and the piles set in and leveled. When the concrete had hardened, the release valves were opened for the long jacks,



allowing the building to gently settle down onto what may be its final resting place, ready for us to proceed with the rest of the project.

Ongoing plan and progress:

As co-opted Property Manager with responsibility for completion of the project, Buzz Harvey writes: "I have headed a small building sub-committee to assist with the project, being myself, Mike Sheffield, Alistair Miller and Stu Bufton.

Your committee saw this as a five-stage project, of which we are now in stage 3:

1. Sourcing and purchasing the house.
2. Relocating the house to Rangiora Airfield.
3. Completing minor works for the issue of Council compliance certificate.
4. Renovating the house to meet our standards and requirements.
5. Formally opening the new facility.

As is clear from the photos, **Phases 1 and 2** have been successfully completed.



Phase 3 is well under way, comprising the house being tied down to the piles, plumbing connected, ramp and deck almost completed and bathroom/toilet redevelopment progressing well.

There are of course numerous other jobs still to be done, but fortunately our funds are more than adequate, largely

because of the skill and ingenuity of Keith, who is acting as our builder, but also due to the energetic efforts of our team of willing volunteers, who Keith is guiding. As a result of all this effort and support, we hope soon to satisfy the Council requirements, get our piece of paper, and move on to Phase 4.



Phase 4 is the renovation exercise.

We hope that all members of the club, including the committee, will have looked through the building and will put forward their ideas for the renovations, and then take an active part in carrying them out. Whether it be a new window in the kitchen, walls opened up or heat pump placement, we'll be looking for input from everyone, so we can maximise our design ideas and with ingenuity and effort, then minimise our costs. Once we have determined what we want to do, we'll put together a project plan and involve as many who would like to, to assist with the inevitable working bees.

Phase 5 will be "The Grand Opening" but of course that will have to wait for an appropriate time in the future, when the renovations and upgrade are complete and the place is looking its best!

In the meantime, please do have a look through the place and put forward your ideas for the renovation; whether it be the location of the whiteboard, the colour of the roof or re-arranging a wall! The committee doesn't have a monopoly on all the good ideas, so have a think and in a month or so we'll call for ideas to help planning the last of the development. Operation Brooklands is progressing well and will be a credit to our club when it's all completed.

Cheers for now,

Buzz Harvey

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CFI's CORNER

The CFI is currently on leave. We all hope he is having a great time!

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COMING EVENTS:

See <http://www.aircraft-r-us.com/events/index.html> for which Grant Porter has kindly given us permission to use this link.

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RULES AND SAFETY

VFR into IMC

Look at the [AOPA \(USA\) Air Safety Institute's interactive accident map](#), and you'll see that year after year GA pilots in the USA continue to gamble and lose, on takeoff, landing, fuel management, VFR into IMC, and stall/spin accidents. Mouse-over the flags and click on their "NTSB Numbers" to obtain the accident reports. They make sobering reading. Hopefully, Kiwi fliers are proportionally safer, but we are all human and we do have to deal with demanding terrain and weather.

In most years, approximately one third of all fatal general aviation accidents in the USA have been the result of pilot mistakes made during maneuvering flight. But the almost certain killer is VFR-IMC. Nearly all the occurrences are fatal. For example, [2011](#) is typical. And this problem certainly **does** happen here. **Short answer: Don't! Never, Ever.**

Stewart Bufton

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Flying Over Cloud

During recent discussion over flight above solid cloud it has been established that flight above solid cloud is not actually prohibited under civil aviation rules part 103 or part 91 and that therefore a person doing so is not specifically breaking any rules.

I will argue that a person deliberately making a prolonged flight over solid cloud could be said to be in breach of Part 91.201 paragraph 2 which states that the pilot in command of an aircraft must during the flight, ensure the safe operation of the aircraft and the safety of its occupants. All pilots are taught to fly with consideration of the possibility of an in flight emergency such as an engine failure. Indeed, if a pilot flies for long enough, particularly in microlights, he or she is bound to have such an emergency at some stage. If a pilot puts himself or herself in a position where the only option in the event of such an emergency is a VFR descent into IMC (which is nearly always fatal), then that pilot is failing to ensure the safety of the aircraft and it's passengers.

However, for me this is not about whether or not the action is legal, it's about looking after one's self and one's passenger as much as possible. Something being legal doesn't necessarily make it right just as being illegal doesn't necessarily make it wrong. Over the past 30 years of microlight flying, our aircraft have become far more capable and far more reliable, and as a result we have become more complacent. Back in the early days when two stroke aviation was new and all microlights were two strokes, engine failures were common and expected, and pilots were ready for them because they knew that to be unprepared meant a high chance of injury or death. Now it isn't uncommon for a pilot to have several hundred hours flying experience without a single engine failure or emergency of any kind and there is a far greater tendency to expect that such good fortune will continue. Why else would a person put themselves in a position where such an emergency would spell almost certain death? Ironically it may be that our safer aircraft have made us less safe as pilots.

Of course it isn't just the chance of an in flight mechanical failure which makes flight over solid cloud risky, changing weather can mean that a landing option which existed at the time of departure may not still exist when it is needed. Buzzing round over cloud looking for a place to come down as fuel runs ever lower must be a very uncomfortable situation. I'm sure it was for the two occupants of the Auster which fatally crashed under such circumstances a few years ago.

Brent Thompson

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Editor's note: We have been asked for information about a recent case brought to the outgoing committee about the situation that Brent describes above, when a member, flying with passenger, did exactly that. The action is legal; however the committee most strongly recommends that this be avoided, and strongly criticised the pilot's decision, which was considered far from prudent. Though the plane had attitude instrumentation and the pilot some training in its use, this was considered something not to be taken into account in routine flight planning. No further action was taken by the committee. The CAA was asked to consider the occurrence and wrote that it was closed with no safety findings entered.

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STATISTICIAN'S CORNER

Why do we fly faster to land against strong wind?

Why not merely let the headwind slow our ground speed and so shorten the roll distance?

The Hitchhiker's Guide to the Galaxy notes that the knack to flying "lies in learning how to throw yourself at the ground and miss." The forces that allow a pilot to miss, safely and reliably, are called aerodynamics.

The science of Aerodynamics, like nearly all science, requires taking into account the random nature of the real world. Fortunately, few microlight pilots need to concern themselves with the random fluctuations that so vex those trying to define exact scientific relationships which, at the microscopic level, prove difficult to bolt down exactly. To a large extent, statistics is about helping achieve those definitions.

To illustrate the principle, we can think about landing in gusty air, laced with a healthy (or maybe unhealthy) dose of random wind shear. The random nature of wind shear means that the aerodynamic behaviour of the aircraft is also subject to random perturbations. As usual, you hold the airspeed constant. You know that it's constant because your view over the nose tells you your attitude is constant, and your throttle setting isn't being changed, so you airspeed must be constant too, no?

Unfortunately - No! Your airspeed actually is being changed, randomly, and virtually instantaneously, due to the gusts in the airflow; turbulence created by the wind blowing over the uneven ground. There is a rough rule that says the extent and size of the gusts is related to the average windspeed (among other things). We get taught to add to our indicated (average) airspeed sufficient so that the extra speed is, hopefully, a little more than the "expected" worst lulls you will experience. This is to ensure that even the "expected" worst reduction in the windspeed doesn't leave you with insufficient nett airspeed to maintain the lift you need for your properly controlled landing.

That's why we are likely to get 'dumped' if we don't add enough to our airspeed when landing into strong wind. Don't ask me how much airspeed to add. I can teach maths, not flying.

Editor

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CONTRIBUTIONS

Photo Corner



Lake Coleridge

Taken on Olympus Pen, 27mm, 200ASA, F9 @ 1/400th sec, from ZK-PLC above the South East arm of the Lake, looking North West up to the Wilberforce, at about 1055 on May 16, 2013. Retouched and reduced to 800 pixels. Photographer: © Margaritha Straw. Pilot, Peter Collins.

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NEWSLETTER:

Your editor is delighted with the quantity and quality of material we are able to provide CRAC members this month. Submissions from other members are still welcomed, of course. Sometimes you may be fingered by the editor, hoping to wrinkle a story out of you. Don't be shy - we have a continual stream of new members - do help us to provide them with a deeper understanding of who they have landed up among! Please.

You can email them to editor@recwings.com as an ordinary email, or an email attachment of ascii text, MS Word, any Open Office derivative and maybe even RTF or PDF.

Photos need be no larger than 800 pixels of jpg on the largest side - that's usually smaller than 200kb, depending on the level of detail.

Having said that - this is a great big thank you for those who have provided the material that we all enjoy!

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Attracting Young People into Aviation

AOPA (USA) "Webinar" from Candler Field.

General Aviation in the USA has in recent years been suffering a decline in hours flown and number of pilots. Craig Fuller, AOPA President, writes that many flight schools are developing a sense of community by sponsoring fly-outs, cookouts, and unusual aviation adventures for their students. The most successful training programs recognize that the needs of their students are changing, and they are finding ways to meet those needs—whether that means providing brand-new aircraft with state-of-the-art glass cockpits, saving students money by giving them more time in simulators, or keeping an open-cockpit airplane on the line for those who want to experience the romance of a bygone era.

Part of the drive has been a renewed focus on attracting young people into aviation. One of the best examples of a successful program has been that at Candler Field Flying Club, near Williamson, Georgia. The club featured in a recent AOPA "Webinar". It is run in conjunction with the [Candler Field Museum](#) though as a separate financial entity.

The flying club effectively began when, maybe five years ago, a couple of flyers decided to donate their planes to the aim of teaching young people to fly. They set up a cooperative which owns the planes and intending members can buy into the club, which I gather runs as an EAA cooperative under the relevant USA tax bracket, at a contribution of \$500 per person (flying trainees put \$200 down and the balance when they qualify). I get the impression that there are no annual fees, but there is a monthly fee of \$75, which goes towards your second

hour of aircraft use that month. If you don't fly the two hours you still pay the \$75, as an incentive to keep up your hours, I guess.

The planes are hired out at cost, which for the Citabria tail dragger and two of the 152s is \$90 per hour. The third 152 has a 150hp engine and costs \$95. I'm not sure whether that is wet or dry. They have 43 members who average about an hour a week each, for about 180 flying hours total per month, or 540 hours per year for each plane. When they had fewer members and only two planes they ran up about 1000 hours per year in total. They find that 10 to 15 hiring members per plane is about right.

The training packages they offer include Instrument and commercial, but not multi engine. They think a 182 would be nice. Getting into retractables would extend the skills they could provide.

They want to engage children from the schools in real rather than virtual experience, and also want to teach them manual skills, for example in wood and fabric.

In the last four years they have taken almost five per year, mainly young people, from ab-initio to PPL. They get new members from the mainly rural surroundings, by word of mouth, and from various initiatives which they either follow or are progressing towards setting them up: from school visit Outreach programs, by offering 'family' memberships, their 'youth friendly' rates, a "Young Eagles" program, scholarships from special funds set up by single or groups of donors, providing merit badges, build or restore a plane, search out aviator's families, and trial lessons (\$50 for a 30 minute introductory flight).

Unfortunately, they find that for every ten who start out showing interest, only a few make it through to the end. (Editor's note: AOPA (USA) finds that once signed up for ab initio, the numbers completing their training range from 20% to 75% depending very much on which flight school you consider.)

The instructors are mainly middle-aged or older, and they are volunteers, technically subcontractors as far as the club's insurers are concerned. There are a few younger instructors and they are helped out with a modest fee structure. They do not have a flight simulator, but are considering getting a computer-based simulator because they think the similarity with games may provide a good way in for today's youth, less daunting than a real plane perhaps, with a hook of "you've tried the virtual version, now do it for real!"

The club has a modestly busy social schedule, with Saturday skills-based gatherings, cookouts, wine and cheese evenings, celebrations for wing awards, and so on. Any money they make goes towards the club. There are no tax problems, because the costs eat up all the income with nothing ever left over as 'profit'. Their cleaning costs for the premises and planes and light handiwork are paid for to youth learners as one hour of flying for five hours of work, and that is managed very informally as far as labour and tax laws are concerned.

The school is registered as an [EAA Chapter](#) (Experimental Aircraft Association Aviation Foundation Inc. at Oshkosh where some of our CRAC members may have visited the [EAA museum](#) in Poberezny Road); the Candler club can be found at [Candler Field Flying Club](#) and the associated Candler Field Aviation Museum [Peach State Aerodrome](#).

Editor's note: The field is 1.5 from the town of Williamson, GA, a town in Pike County, Georgia, United States, population: 350 (2011). Georgia has about twice the population of New Zealand, but per head of population, New Zealand has more aircraft and more pilots, doubtless related to the degree that our geography affects the way we need to get around; but the number of pilots per aircraft is quite similar, also as one might expect.