

RecWings

The Magazine of the Canterbury Recreational Aircraft Club

- Wake Turbulence
- Aviation in the Movies
- CRAC WhatsApp group
- New Club Aircraft Purchase discussions
- 2016 RAANZ Hokitika
- We loved the CRAC Clubrooms!



March 2016

Cherish the diversity

Brian Greenwood, Editor

I'm not talking human ethnicity here, although that's an important and valid point, I mean in the type of aircraft that can fit into the Microlight and Light Sports Aircraft categories.

Wandering around Rangiora airfield gives some insight into this; single seater, two seater, high wing, low wing, biplanes, basic "fun in the sky" types through to superb cross-country machines, and everything in between. Aircraft that can haul two people off the ground in a few metres and deposit them safely on a river bed or mountain top, or trainers, helicopters, even autogyros. A couple of categories we don't seem to see much locally is float planes and amphibians. Some of our club members have even invented a new category – single seat tow planes for the gliding community.

We're lucky to have an organisation like RAANZ looking after us, RAANZ has been delegated a lot of control from the CAA which means that much of the administration is handled on a voluntary basis. This, obviously, makes for cheaper flying. It would be pretty easy to destroy that trust, it's important that each and every one of us take the safety message seriously. We have to look after ourselves and each other. Not only does it keep your pink, fleshy, bits in one piece, it also stops you getting an ear-bashing from the Significant Other (SO), PLUS it also keeps my flying cheap!

This relatively low cost ("cheap" is such a relative term!) allows some ability to experiment. Some pilots have changed such major items as engines or wings to improve their aircraft (within the Microlight maintenance rules of course), and others have designed completely new Class 1 Microlights.

Sorry to bang on about safety, but it would be a shame if all of this freedom was ever taken away or reduced because of a few incidents or accidents. Support RAANZ, each other, and especially yourself. Be careful out there!

Cover, Bruce Norrie's beautiful Rans S-6ES, ZK-WMR

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President's Report- March 2016

Mike Sheffield

It's been a while since I posted a President's Report but I think it's time to reflect on what the club has achieved over the last few years and where we might be in a few more years.

The majority of members are very happy with the state of the club at present. The committee has done a fine job in realizing the goals of the club. The goals have all been agreed to by the majority of the club members guided by the committee. That's how clubs work. You are not going to please everyone but on the whole the majority are happy. We have two new hangars, a new clubhouse a new Tecnam and have ordered a second Tecnam. To date we have financed these things from funds the club has generated but our latest acquisition will be purchased through a combination of borrowing and club funds. The borrowing has been carefully thought out and a 'business case' was put together for the SGM in February. The club is well able to meet its commitment for this loan. The committee is well aware that this purchase method does not please all members and we respect the opinion of other members but the majority were keen to see it happen. Democracy at work.

Over the last ten years the committee has pushed forward with its long term plan to create the Microlight Hub we now have. We will continue to polish it up a bit but the time has now come for some new thinking on the club's future.

Where do we want to be in the next five years? Are we happy to just to consolidate on what we have?

I don't think so. We need a new free thinking team to mould the club into the new age. We all know recreational aviation is always changing and we have changed with it. It will continue to change. We have to

decide how we will adapt to meet the challenges of recreational aviation from 2016 to 2021.

To do this we need fresh thinking which means a fresh group of people. New younger members are getting involved in the past time and its good to see. The hope is that some of these new people will aspire to help keep the club the best in the country.

The process we have been talking about is 'planned succession' This week the committee committed to adopting this strategy. The present committee has some very long time members who will be succeeded next year and the few years after.

Graeme Main is retiring after a very long time on the committee holding many important positions and contributing greatly to the club's enviable position. I would like to thank Graeme for his dedication to the club. Whilst he is retiring he is the same as Wayne Wilson who is still working away in the background, Graeme, I am sure will too. When I retire next year I hope I can still be of some assistance.

I will retire in March 2017 . here in lies the succession plan. In order to get new blood into the committee it is proposed that we encourage people to come on to the committee with the plan of running for President in April 2017. This is not limited to one person, we may have several who would like to guide the club through the



next phase of its history. I became President after being in the club for less than six months. You don't need a lot of recreational aircraft knowledge, only a will to steer the ship surrounded by knowledge. If you think you could aspire to carry out this role, the help that you need is all around.

Those that get onto the committee next year and that would like to go for President the following year will be coached through the year by me and other senior committee members. It's not a scary role; it's a people and visionary role.

If you have some strong ideas of where the club should be in the next few years give me a call or send me an email and we can discuss the process and anything else you want to know.

I have really enjoyed guiding the club over the last fifteen years but it's time for a new visionary who will keep the club an affordable safe option for those that want to fly.

Give me a call - 027 660 5956.

Mike Sheffield

President



Photos: P3, President **Mike Sheffield** presents **Graeme Main** with a lifetime membership at the AGM in April 2014. This page: Top: Clubhouse in February, Lower: some of the fine minds at the recent SGM.





I Learned about Flying from that - Wake Turbulence

Brian Greenwood

Luckily this story only involves me as a passive observer, although I do have a couple of minor experiences with Wake Turbulence to relate as well.

Those of you who know me will understand my Easter pilgrimage to whatever airshow is on. I'm a keen photographer and have been honing my skills at Warbirds over Wanaka or Classic Fighters Omaka over the years.

Easter 2008 saw me in the cheap seats (as I recall I was standing on a ladder behind the crowd line) enjoying the amazing RAAF F-111's and the Alpine Fighter Collection's beautiful Spitfire and Hurricane.

One of my strongest memories is when the F-111 did its dump and burn – you can feel the heat from ground level as they pass!

Anyways, after lunch on the Sunday, the RNZAF did their usual excellent display, including the Red Checkers Aerobatic team. At that stage they were flying the 300hp Pacific Aerospace CT4/E Airtrainer. The display ended with a stream landing and some tight taxiing turns with smoke on in front of the rich knobs in the Gold Pass section (In later airshows I joined them, I really do recommend the Silver or Gold pass stands!). This is quite dramatic, it looks like a boy-racer's "doughnut" performed in an aircraft. Being a bit more of a geek than that I was enjoying watching these highly trained professionals land.

The last Airtrainer to land dramatically caught the wake turbulence of one of the preceding aircraft when he was on very short finals. The pilot, a very experienced Squadron Leader, hit full noise and ruddered the wing drop to correct it – by great skill and maybe a little luck he recovered and went around again. You can see the rudder deflection echoed in the nose wheel steering. He later described it to me as "an eye-popping moment – in fact you can probably see my eyes popping in the photos"!

For some reason I swung the camera up and fired off a series of photos, which I have published here. The morals of taking photos of aircraft in trouble are tricky, those of publishing them even more so. Although I do try to publish my photos, and these are the most dramatic ones I have ever taken, I have refused to print these **except** in the CAA Flight Safety magazine and GAP booklets, plus the RNZAF used them internally. This article comes under the flight safety category, herein lies the lessons:

All aircraft create wake turbulence, and light, low inertia Microlights are especially affected by it. Watch your following timings (up to 3 minutes for a heavy). Wake turbulence always drops, generally spreads out and is blown by any wind. The rule of thumb (whether you are taking off or landing) is to use the runway only where the other plane was not airborne (up to the point where it rotated or beyond the point where it touched down). Wake Turbulence starts when an aircraft leaves the ground, and stops when an aircraft touches down. Don't get below their flightline! The heavier the aircraft, the more turbulence is generated. The slower an aircraft flies, the more turbulence is generated. Link to GAP Booklet:

https://www.caa.govt.nz/safety_info/GAPs/Wake_Turbulence.pdf

The pilots in this display had more flying time than I will ever have, and yet they did not recognise the



possibility. Fly to your skill levels, even waiting 30 seconds is generally enough for the types of aircraft most of our club encounter at our home field. However there have been DC3's operating out of Rangiora, and I would hate to follow a Cresco or a Fletcher too closely.

My own personal experiences with wake turbulence are limited to a minor wing drop in a Cherokee on approach to Christchurch years ago. It was relatively undramatic but a bit of a surprise; I had corrected it and got on with life before I clicked to what it was. From memory we had just turned finals onto the main runway and I did a go-around just in case (probably messed up the controller's approach plans for every Air NZ flight that day though!). My second experience was doing some dual max-rate turns in JOL. You feel like you have accomplished something when you hit your own wake turbulence, but I recall the instructor telling me to always recover the aircraft to straight and level if you do. Microlights are so light that even your own wake turbulence could be the start of something nasty!

Knowledge is power; therefore you are now empowered to think of those conical shaped spirals of air that trail behind the wingtips of every aircraft. We can't see them, so visualise them; treat and avoid them like the potential killers that they are!

The CAA GAP booklet on Wake turbulence is the best source of information (and has some amazing photos...)

Finally: I retain strict copyright on these photos. They may not be reproduced in any form other than this entire magazine without my express permission. © 2016 Brian Greenwood



Calidus GyroCopters

Last month I incorrectly stated that these aircraft were powered by the Rotax 912 family, apparently this one has a 914 in it!

I've been chatting to the pilot, Trevor Shadbolt about them. If anyone is interested in them please contact him at gogyro@vodafone.co.nz

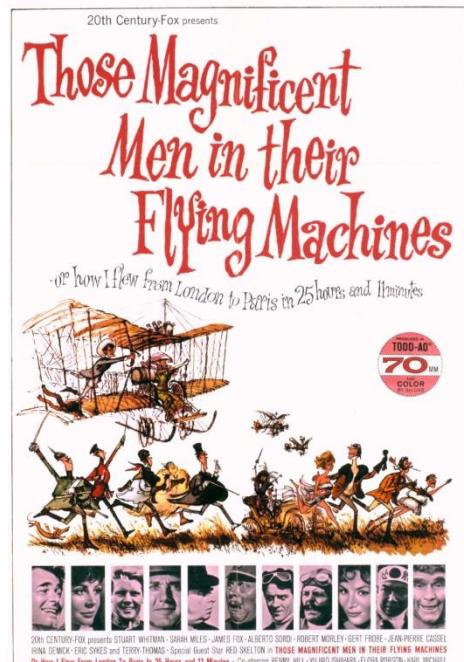


Aviation in the Movies

This isn't an exhaustive list of aviation movies, but it is a list of recommendations of a few I have seen. Maybe we can do a few movie nights at the club house over winter; they're a good excuse for a get-together! If the whole club wants to come we'd have to move to a hangar and a "bring your own seat" policy, however.

Those Magnificent Men in their Flying Machines

First off, some classic British slap-stick comedy, but it is surprisingly watchable despite its age. The plot isn't too bad and for those of us of a certain generation it is enjoyable just recognising the line-up of English comedians (Terry Thomas, Eric Sykes, Benny Hill, and many others).



I rate this as a worthwhile watch, nothing too serious and some real flying action (plus a few obvious special effects). Lovely to see the Antoinette flown like that too, and there is a slight Kiwi connection – the Bleriot Replica at the Yaldhurst Transport Museum was, I believe, a prop for this movie. (In retrospect, I can't remember any Bleriots in the movie – a fatal flaw, eh, Gert?)

Highly Recommended!



Flying High and Flying High 2

This movie was released overseas as Airplane (I guess it was to avoid the drug reference in the title?). There was a follow on called either Flying High 2 or Airplane 2. If you like the Abrahams/Zucker humour then you'll love these. I enjoyed the fast-pace delivery and the really bad puns. Not much in it for aviation buffs except the humour even extends to this – notice the outside shots of the 707 are always accompanied by the drone of a piston engine aircraft! In this case it was a nice subtle piece of humour, but what's the excuse for the wrong sound in the "Mayday" TV series?!

If you have a keen sense of humour I recommend these, but you have to listen to the dialogue carefully. One of the best scenes is the court dialog in the second movie, very sharp!

Recommended for those with a keen sense of humour.



The Battle of Britain

The epic saga of the epic battle, which tried to pack in as much historically correct footage as possible, within the constraints of the available aircraft. No CGI here!

I do know people who don't like it, but they have no taste whatsoever. It's the best aviation movie bar none. Even the human stories fit into the historic theme well. For example, the couple having relationship difficulties were in London when the single Luftwaffe Bomber accidentally jettisoned its bombs over the city, precipitating a retaliatory raid by the RAF on Berlin. This changed the Luftwaffe's focus to English cities and is one of the contributing factors to the RAF's success.

The Spitfires and Hurricanes for the movie were tracked down anywhere

they could, and all the Spitfires were modified back to around a "Mark 5-and-a-half" standard. The Luftwaffe Aircraft came from the Spanish Air Force, with the "Bombers" mostly going back to their transport role after filming.

Fun Fact: The sole remaining Junkers Ju-87D Stuka was borrowed for the movie and assessed for returning it to flying condition. Sadly (or luckily) this was considered too risky for a valuable airframe and the flying was done with models. Some Proctors were also modified to look like Stukas but I don't believe they were used. Anyway that's why the Stukas in the BoB movie are the wrong version for this period.

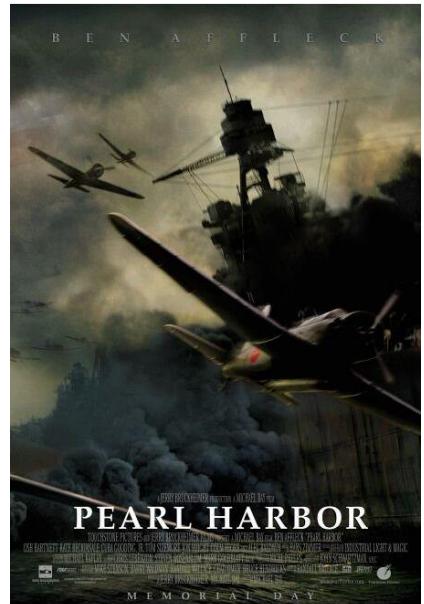
Remember there's a genuine star from this move (in the form of the "Me 109" Hispano Buchon) attending Warbirds over Wanaka this year, plus there's fibreglass Hurricane Replicas from the movie at both MOTAT in Auckland and The Aviation Heritage Centre in Omaka (Blenheim). And one of the real heroes from this battle was a Kiwi, Sir Keith Park. Look for the New Zealand shoulder flash in the opening scenes set in France. Actually it was filmed in a corner of Duxford, the Chateau in the background is film set fake.

The Editor's decision is final, and no correspondence will be entered into. *This movie is the best movie ever made, or ever will be made. Period.* Surely you didn't expect me to be impartial?!

Pearl Harbor

Wanting to do the grand tour, "Pearl Harbor" manages to pack in the Battle of Britain, the attack on Pearl Harbour, and the Doolittle Raid. This movie showed so much promise...

There are some good bits. There are a lot of aeroplane scenes, and the not-obviously-CGI bits are very good, visually at least. Stand by for an opening scene that's sweeter than a biscuit tin-lid illustration. The Pearl Harbour historical scenes are great, and the sight of those Japanese Carriers recreated for the silver screen gave me goose bumps. However all of the close ups use an American Carrier USS Lexington, which is fair enough considering there are no WW2 era Japanese Carriers left! Some of the flying scenes are excellent although a lot of the CGI combat footage seems a little playstation-ish for me. I criticise, but couldn't do better



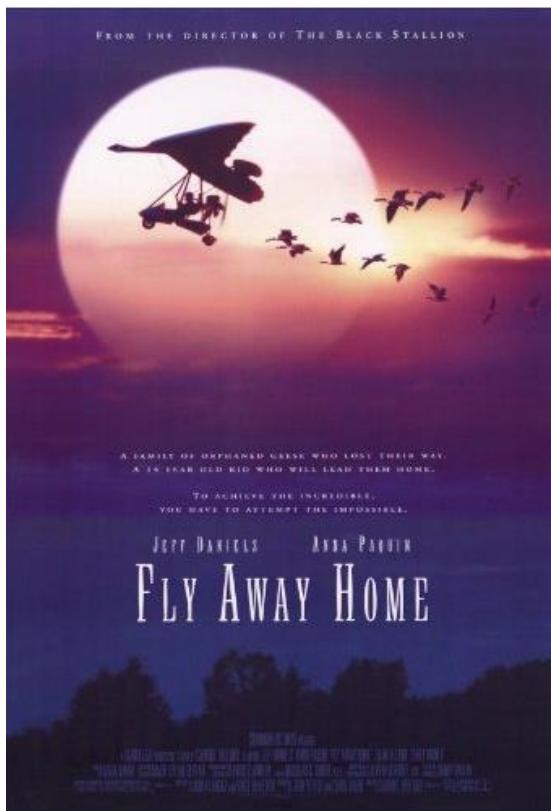
myself.

The negative side is the corny dialogue and the love story. It was supposed to reflect a more innocent age, but most modern audiences and critics didn't get it. Sad to say, in the end I just didn't care who was dating whom!

I went back and re-watched this movie to write this, I have to say it's better than I originally thought. Skip through the corny bits and watch the battle unfold, it is a visual feast that (apparently) captures the essence of the battle. There's some real Mitsubishi Zeroes in this movie (albeit in IJN Green instead of Grey!) and some good looking fake Kates and Vals. Best scene: too many to mention. Worst scene: anything with dialogue. They even re-wrote Roosevelt's speech!

Fun fact: The budget for the post-premiere party was greater than that for the whole *Billy Elliot* movie.

Worth a watch.



Fly Away Home

I watched this movie expecting an overdose of Hollywood sugar, but it was a pleasant surprise. It's definitely a wholesome family movie but there's nothing wrong with that. The sort of movie that parents can watch with children without having to explain anything uncomfortable!

This movie also gets added points because the non-human (or animal) hero is a Microlight. See how I've managed to slip some Microlight/LSA content in here? It also scores because it is an aviation-related movie that's not a war movie.

There's some nice flying scenes in this one, watch it if your motivation is lagging. You'll be back at the airfield the next day, trying to formate on geese.

Best Scene: all the flying ones!

Good, decent, clean, family viewing with aeroplanes.

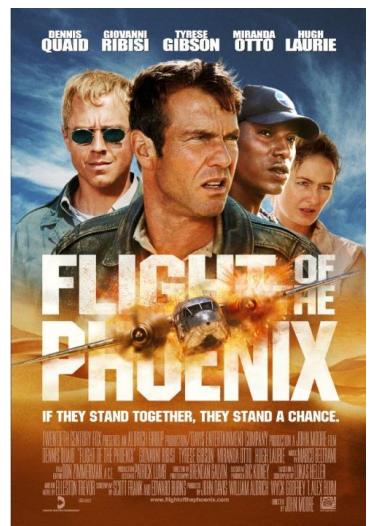
Flight of the Phoenix

This is the story of a crew who crash their freighter in a desert. Their only hope of survival is to build a new aircraft out of the bits. There's actually two versions of the film, the original 1965 version and the remake in 2001.

I reckon they're both great, with perhaps a slight preference for the remake. There are not too many flying scenes but enough to keep me happy.

Sad Fact: Legendary Hollywood Stunt Pilot Paul Mantz was killed flying the improvised aircraft used for filming in the 1965 version of the film.

The remake wasn't critically acclaimed but I reckon it's a very enjoyable yarn.
Both are recommended viewing.





The incredible attack on Pearl Harbor as told from both the American and Japanese sides.

Tora! Tora! Tora!

An earlier take on the Pearl Harbour battle, this movie is more of an epic in the manner of the Battle of Britain. I enjoyed it a lot more than "Pearl Harbor" despite it being a couple of generations older.

The producers went to great lengths to try to tell both sides of the story as evenly as possible (as did the "Pearl Harbor" producers) and it shows. The delay in decoding the instruction to declare war at the Japanese Embassy is well portrayed.

There was no CGI in 1970 and the flying is a lot more real (and expensive!) for that. The fleet of aircraft used in the movie is still doing sterling service on the air show circuit in the United States, we even had one in New Zealand for a while (the Zero Replica flown by the Alpine Fighter Collection).

The aircraft used to replicate the Japanese aircraft are very interesting, a

lot of effort was put into making them as authentic as possible. The Aichi D3A Val was a highly modified Convair BT-15 trainer. An extra 3 feet was added to the rear fuselage, the cowlings were re-shaped, the canopies were changed, the height was increased, and the engine was changed to a P+W R-1340 engine. The Nakajima B3N Kates were even more modified – the rear fuselage and tail from a BT-13 was grafted on to the rear fuselage bulkhead of a Texan/Harvard, and the entire fuselage was stretched to allow for the Kate's three seater cockpit. The canopy, wingtips, and wing roots were also changed.

Fun Fact: The B17 crash really did crash! One wheel refused to come down and the film was used in the movie. No one was hurt, thankfully.

There's a lot in this movie and, for the time, it is very well done. **Highly Recommended**

Dr Strangelove

Or: How I stopped worrying and learned to love the Bomb!

Set at the height of the Cold War this black comedy by Stanley Kubrick is an intelligent look at the Pyrrhic victory that would have resulted from Nuclear War. It's weird, very black, and has some very funny lines.

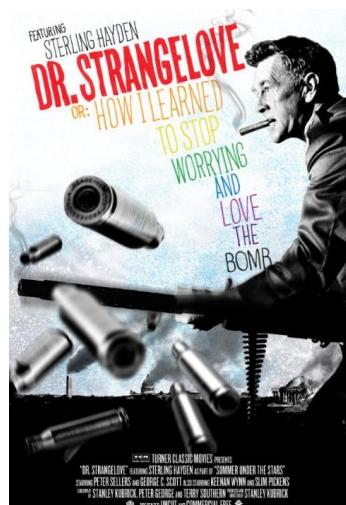
There are lots of B-52 shots for the aviation buff.

Memorable performances from Peter Sellers, George C Scott, Slim Pickings, and others, make this movie work.

If you can stand a reminder of how the world survived under, and because of, the threat of nuclear annihilation, and have a warped sense of humour, this is a good movie. If you don't want a reminder that we're still living under those conditions, albeit in a largely reduced way, then move on!

Fun Facts

The movie is full of, how shall I put this, "not child-appropriate" innuendo. This



includes all character names, the opening sequence, and even the title. Yet an innocent mind can watch the entire movie and scarcely notice. It's rated as 3rd on the top 100 comedies, and in the top 100 best movies.

Peter Sellers famously played three of the characters in the move. The notoriously serious director, Stanley Kubrick, was often laughing to the point of tears during the takes. Sellers got paid 55% of the film's budget, Kubrick once quipped "I got three for the price of six"!

Shortly after the release of Dr. Strangelove, Kubrick met Arthur C. Clarke to discuss the possibility of making a SciFi movie (which eventually became "2001: A Space Odyssey"). During the meeting, they saw a light in the sky which they assumed to be a satellite in polar orbit. When it changed direction quickly (satellites don't do that!) Clarke suggested that they lodge a UFO sighting report. Kubrick replied "After Dr. Strangelove", the Air Force doesn't want to hear from me"!

Famous quote

"Gentlemen, you can't fight in here! This is the War Room!"

Highly recommended for those with a sharp sense of humour.

Dark Blue World

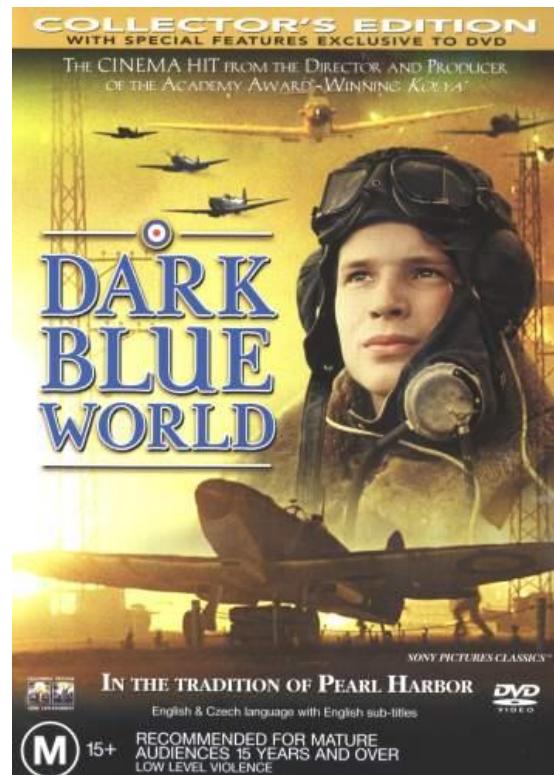
This movie is one of my all-time favourite aviation movies. It's the story of Czech pilots who were run out of their own country and trained into the RAF.

The main theme of the movie is the treatment of Czech airmen, both during and after the war. It's a very moving and poignant story. With added Spitfires.

The flying sequences are superb, Ray Hannah did some of the stunt flying, he throws a Spitfire IX around like a Piper Cub. Simply amazing! Apparently there's a love story as well but I hardly noticed that.

Some stock footage from The Battle of Britain movie was used, so the aircraft were painted to match.

It's a "Must See" movie!



It's the oil for your Rotax 912

Elf Moto4 10w-40 – a very high quality, semi-synthetic oil specifically designed to work with engine and gearbox combinations. Anti-clutch slippage is integral to the composition. **Moto4 Semi-synthetic** is low lead rated and allows you to maintain recommended service intervals even when mostly on AVGAS. *Rotax recommend reducing to 25 hour intervals if above 75% AVGAS usage.



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Scott James departs NZRT in his pristine Zenair CH-601

Photo Brian Greenwood

2016 Brass Monkey

The Brass Monkey Fly In will be held Fri 10 to Sunday 12 June at McGaveston's strip which is approx. 1nm north-north-west of Tapawera Village.

Elevation approx. 500'

R.W. 18 Right hand R.W. 36 left hand, radio 119.1.

Runway strip will be marked with white tyres.

Reg. and inquiries to Kevin Allport 14 Green St. Tahunanui Nelson 7011

or allport@actrix.co.nz and phones 03 5485387 & 0272345961.

Ken Millward via Paul and Doreen

Instant CRAC communication

Do you sometimes want to organise a flight at the Drop of the Hat on an unexpectedly beautiful day, and would love to have some of your fellow club members join you? Join the WhatsApp "CRAC Drop of the Hat" group.

Instant messages letting you create and know about these spontaneous events. Install WhatsApp on your smartphone from your App Store of choice (it's free!) and send a text to **Scott James** on **021 525 561**, and he will add you



New Club Aircraft Purchase

As reported by the President in his all-club e-mail of February the 19th, the club decided to proceed with the purchase of a second Tecnam (similar to RGA), and to dispose of JOR at an appropriate time. The last I heard we were hoping to keep it available for a while.

As with every single major decision that I have seen this club make, it's been controversial! I've talked to a number of different members and I have to say there's as many opinions as there are aircraft on the field (which is a lot). However we are a democracy, and (by my figures) 65% of the people attending the SGM voted for the purchase. This is the decision we must live with, embrace, and move forward with to the best of our abilities.

In the interests of our open democracy, I wanted to print an article on why I voted in favour of the purchase. However there is no balance to this. Fortunately Paul Godfrey has written why he is strongly opposed to the purchase. In fact, Paul feels so strongly that he has resigned as Club Captain.

Over the past few years I have gained a huge respect for Paul and his partner Doreen. They've worked very hard for the club and the events they have organised are amongst the best I have seen. He's one of the reasons we're such a good club, so to lose him as Captain is (to say the least) unfortunate. Even though I voted differently, I proudly print his e-mail here with respect, concern, friendship, and in the interests of free and frank discussion.

Finally I would like to add that no human, or group of humans, is perfect. If it was achievable we would only have one political party, everyone would be completely happy, and our high school exams would require a 100% pass mark instead of the current 50% or 80%. It's our differences that make us strong. We have to recognise and respect them. Applying this to the club, we have to understand that the committee may not always have been 100% right on every decision, but the club **is** in an excellent position that (I would suggest) is the envy of a lot of others. Let's leave the past where it belongs and enjoy our new club house, hangars, and (shortly) modern aircraft fleet.

We have so much to be thankful for.

Why I voted No - Paul Godfrey

After nearly two years of being on the committee, I don't feel that I have achieved everything I wanted to within the club. This, despite giving it a pretty good try.

The club has become large and fractured, and I feel at time as though I am herding cats. The new club aircraft has been the final straw.

I am not against purchasing a new/additional aircraft, but I believe the timing is wrong, coupled with a lack of planning. We are, once again, rushing headlong into a project without forward planning.

We have been luck so far, in that, we have had reserves to cover overruns and the lack of business plans. Now we are borrowing money, and if we perform as we have in our last 3 financial fiascos (the trike, the clubrooms, the hangar) the club will be in an unfavourable financial position.

I am extremely disappointed with the haste to buy another aircraft, when perhaps another year could have left us in a better position. Plus, I think we should have looked at some other aircraft and financing options.

I hope for the sake of the club, this all works out, but personally find the situation untenable.

I feel I have no choice but to resign as Club Captain effective immediately

Why I voted Yes - Brian Greenwood

When the idea of a new aircraft now was first mooted, I was pretty opposed to the idea. I'm not a risk-taker by nature, and the idea of a loan to purchase a new Tecnam raised a lot of red flags for me. However I talked about it with our Treasurer plus many proponents and opponents and came to my own conclusion. I have to say that, if this was a BANK loan, my decision would have been absolutely 'no'. (In fairness, however, I believe that nobody would have proposed this without some significant savings in the bank first).

What changed my mind? Firstly it was the nature of the loan. Even though we're paying interest on it, the terms are politely stacked to help the club. There is no set term for repayment of the principle; if we get into financial difficulties we only need only cover the interest. We can do that off the income from our hangar rentals alone. Obviously it's in both parties' interests to clear the debt as quickly as possible. I believe the terms "Trust" and "Good faith" are appropriate. We are unlikely to get better financing terms than that (unless someone gives us interest free or a grant: hugely unlikely!). The financial plan put forward clearly stated the steps along the way, when the payments were due, how they were to be financed, and the effect on the club. Pity the price went up and the Kiwi sliding towards parity with the Matabele Gumbo Bead!

Secondly was the type of aircraft. Being a fleet of two I am strongly of the opinion that they have to be of the same type rating. Going through my training with both JOR and JOL available was great. At the time JOL did most of the flying and JOR was available for fly-aways and when JOL was offline for maintenance or repairs. I agree that some diversity would be good, but that should be when the club is big enough to support three aircraft. Can you imagine the bun-flight over what type that will be!

Third reason was the figures over JOR's costs. I have to declare; I love the Rans's and have a high emotional attachment to them. I want to keep JOR online. However the club is a business (to a large extent) and it is wrong to lose money on the Rans and (therefore) expect the people flying the Tecnam (and paying hangar fees) to

Continued over...

March Committee Report

- The Dyon in RGA still malfunctioning on occasion, new aircraft to have analogue gauges
- Hangar builder to remediate issues, final payment to be held until Code of Compliance issued
- Wayne Wilson preparing new flight sheets with correct declaration wording re currency and medical. Also working on Weight and Balance sheets for club aircraft
- Graeme Main organising second-hand club computer
- Paul Godfrey's resignation as Club Captain accepted
- Bank Balance \$2652.57 after payment of Tecnam deposit (note that Scott and Graeme have done a cash flow analysis, and decided to pay the deposit without borrowing. Also there is over \$15K of membership fees due within 3 weeks AND a GST refund, so plenty of income).
- No significant bills other than \$38K paid to Tecnam Australia for the deposit
- RGA did 33 hours in February, JOR did 5. Figures are down a little due to weather
- Brian Greenwood tabled some suggested designs for publicity material, one of the bumper stickers was accepted, however the committee felt that the poster required work.
- Nothing of significance to report from the Safety Officer
- Ops Manager Stewart Bufton reported that the brakes on RGA had some issues. These have been rectified and new pads are on order.
- Quotes for boxing the pathway received, this plus plantings are planned.
- Quotes for installing a fuel tank (95 Octane MoGas) have been received but are beyond the club's resources at the moment. A syndicate of club members may be interested in forming a private consortium to operate this, and it may be offered back to the club in the future. The club has therefore declined the offer to operate it.
- Victor has got the weather station fully operational, and he intends to install NOTAMS on screen as well.
- Volkmar was volunteered to organise some events in the absence of a club captain.
- Graeme Main reported on the details of the Loan Agreement and Tecnam deposit ***Continued over...***

subsidise it. The Rans simply isn't an economic proposition alongside the Tecnam. This is not meant as a slight towards Rans, you have to remember the much larger capital outlay for the Tecnam to start with.

Fourthly the club is in a very strong financial position with few liabilities. We can cease all flying operations and get by quite happily on hangar rentals and annual subscriptions. Let's use this opportunity to push the club forward with promotions and a decent aircraft fleet. Our catchment area is huge and the unrealised potential is great.

Finally it was mentioned at the SGM about cost over-runs on the previous projects. I'm not sure of the relevance to the current decision. Remember that the last aircraft purchase came in under budget, nobody ever mentions that!

I have to say that very few projects hit their budgets all of the time, that's why there's always this thing called "contingency" built in. None of the committee works on these projects full time, however quite a few have devoted a lot of their available spare time to get the club moving along. No one can expect 100% perfection all of the time. Be realistic and ask yourself, "Could I have done any better?" If the answer is yes, then ask yourself to step up and take a role in the club that will allow you to do so.

The club may be quite large compared to early days, and it's only going to get larger. It will always have many different opinions as a result. If you're uncomfortable with this, then focus on the many smaller groups forming within the club, and the friends that you make here.

We have a brilliant club with good people and excellent facilities. Use them, enjoy them, and appreciate them. We've worked very hard to gain them.

Committee Meeting Report Continued...

- Mike Sheffield suggested that Wings badges be presented to all recent new Solos at the next AGM, which has been set down for April 20th.
- There was some discussion on who would be available for re-election, all members present indicated their willingness with the exception of Graeme Main and Basil Buwalda.
- Volkmar noted that the new committee needed to have a clear vision of the club direction, so a strategy meeting was planned for the new committee on April 30th. Obviously the new committee will have to confirm this!
- John McCaul indicated that the defribulator is on track
- Scott James raised the issue of selling JOR sooner rather than later due to the costs which will be incurred later in the year. Dave Mitchell has indicated that he has up to 4 new members wanting to train on JOR, but the committee agreed that a firm deadline needed to be put in place. It was decided to offer JOR for sale at the end of April. The sale needs to be complete by the end of August to meet our financial obligations.

Flight Payment Reminder

Scott James, Treasurer

Please note that all flying must be paid for on the day of the flight. Ideally this will be via a Direct Credit to the club bank account. Invoices will not be sent for individual flights.

A statement will be sent at the end of the month for all non-zero accounts. Please take a few moments to check this, and contact the Treasurer if anything doesn't look correct.

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Easter Oxford Fly-in

Graeme Main

The Easter Fly-In this year will be at the Oxford strip, courtesy of Dave McPherson. Easter is of course early this year (Fri 25 March to Mon 28 March). Camping sites are available, and food will be provided for most meals, starting with lunch on the Friday. It is planned to have Saturday night dinner at the Workingmens Club in the town.

For catering purposes, it would be very helpful if members could indicate by phone to Graeme Main, (021-2208149), or email (jetranger8@gmail.com) whether they plan to attend at some stage of the weekend - otherwise if you turn up unannounced there may not be food for you! The CRAC Shack has recently been extended. Toilets will be on site, and a shower should also be available.

Members are urged to support this event - we are extremely fortunate to have the use of the Oxford strip, and its idyllic camping spot. There will be a short working bee on Saturday 19th March at 9:30 am to set up for the weekend, and to transport gear to the site - meet at Rangiora at 9:00 am or go direct.



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RAANZ 2016 Fly-in, Hokitika

Buzz Harvey

For some of us the 2016 RAANZ annual fly-in got off to a false start. An earlier afternoon departure for Hokitika from Rangiora turned to a dry run as far as Glen Tunnel before the lack of visibility sent us back home. A gaggle of hardy trikes were able to find a low-level route through the main divide and got through OK but for **Ross Marfell, Graeme Main** and I, the Saturday was another day. Luckily Saturday dawned bright and clear and we had a great trip over the tops, direct to Hokitika at 9000ft. My thanks to Ross for his expert Mother Gooseness.

We still got there in time for a great cooked breakfast from our welcoming hosts then proceeded to set up our little encampment, just over by the 'No Camping' sign!

Once our domestic issues were sorted, I joined up with the trike Squadron led by Wing Commander Anderson and we had a great flight to the north, checking out



all sorts of beaches, valleys and other great sites before popping out over the coast just beside the Punakaiki rock formations. We were lucky to be there with the right winds and tides, which fired up the blowholes for a great display.

Back down the beach south to Hoki with the swarm of trikes saw us arrive just in time for lunch, another great spread.

After a wee siesta, **Graeme Main** climbed aboard and we headed south to Okarito to hunt out the beachside

strip where we were told a nice coffee could be had. A hot afternoon but with very picturesque scenery provided a very pleasant ride down to the strip where we joined other micro-machines for a bent-strip landing and a great coffee.

The Saturday evening was a very pleasant evening at the Royal Mail Hotel at nearby Woodstock. Although some may have wished for their meals a little quicker, the beer was cold and the chatter aviation focused, so all was well.



The hot weather made for a hot night which bothered some, but made for very pleasant camping in the soft grass out under the stars.

The next morning again dawned bright and clear and the fabulous hospitality continued. These West Coast folks know how to put on some great feeds!



The morning was the cross-country flight and for this I was seconded into the right-hand seat of **Ross Marfell's** fabulous Alpi 300 RFT. A wonderful machine to fly in, but that didn't help my using the wrong scale on the map when planning our cross-country circuit. A lesson well learned there! Anyway, good old fashioned map-reading and a fully adjusted mark-one eyeball saved the day and we made our

way around the predetermined course quicker than a quick thing.

We circled the Gloriavale airstrip but decided that discretion was the better part of valour and elected not to land. We understand those that did and sampled the apple juice have found new meanings in life and a sudden passion



Margo & Viktor



for wearing a blue shirt (don't those Alpi owners also gad about in blue shirts???). Anyway, we put down and spent a penny at Greymouth Airport, Ross parking his current mount on the tarmac next to his old steed, Alpi 200 LPM, now owned by **Margo and Viktor**. Home to another top lunch!

The afternoon was competition time and it was fun watching all sorts of various microlights trying to take-off in their



pre-nominated distance and then landing as close to the mark and as short as possible. CRAC's very own Healthy Bastard must have been a bit weary from his Omaka efforts, as his second landing was longer than the Air New Zealand Beech 1900! This day was rounded out with a few beers, yet another great feed, the prize-giving and a few words of wisdom from the wise.



The last morning dawned another beauty and after refuelling plane and pilot, we were off in the direction of home. A beautiful flight across the Alps in the company of the said gaggle of trikes and a couple of other top-flight 701s capped off the great weekend.

I was very pleased with how my Zenith 701 ZUB performed, with it having recently had its annual and some upgrades in the Button home of 701s, with **Chris Anderson** of STOL Performance working his engineering magic. A weekend average of 12 litres per hours would have no doubt been helped by keeping formation with the trikes, but having clocked over 100 hours in the year I have been flying ZUB, I am very pleased with how she goes and was very impressed with my first RAANZ Fly-in.

A sincere thanks to **Ross Marfell** and **Doug Anderson** for their shepherding and whopping big '*Cheers*' to our hosts in Hokitika who made us very welcome and kept us well rationed. Mucho appreciatoo!!

We Loved the CRAC Club Rooms!

Nicola Little (Article and photos) and Peter Rix

With Rangiora being our first and last stops on our month's flying in big South Island country in our small Savannah VG ZK-SVH, we feel like we found a new home in the CRAC clubrooms.

Leaving Masterton in early February, we'd had a good flight across the strait, but 10 miles north of Kaikoura things went murky and we crept down the coast at 500 feet. Good advice from the Kaikoura Aero Club team had us going up the

Conway at a still murky but healthier 1000 feet and then on to Rangiora.

We arrived not long before dark and could hardly believe our luck - great clubrooms, a cosy bunk room, meals in the freezer, beer in the fridge, and extremely hospitable and helpful club members (thanks especially to Roy and Jo who let us try out their air wheel - very exciting). In fact we felt so instantly at home we somehow ended up spending an extra day taking friends from Christchurch up for scenic flights and experiencing the afternoon easterly before heading to our base in Central Otago the next day.

So returning early March, we were looking forward to staying at those clubrooms again, and when Peter noticed brake fluid pouring onto the ground upon stopping for fuel at Pukaki, we thought "OK, if it takes a few days or so, not a bad place to be."

Of course, we're talking Rangiora here. On the ground, near dusk once again, Peter ran straight into Roy who introduced him to Chris who said "no worries, just pulled those parts off Mike's Savannah putting his big wheels on so we'll start early and you'll be on your way." And that's exactly what happened, plus a few hair raising stories from Chris and Stu about the ZenAir Big Country Way.

Such great hospitality and fantastic skills. Thanks Rangiora crew, we'll be back for sure.



Top photo, Nicola Little, Peter Rix, and ZK-SVH outside the CRAC House at NZRT.

Left, Chris Anderson (from STOL Performance NZ) performs some minor brake surgery on the Savannah.

Modeller's Corner – Hobbycraft 1/48 Dornier Do 17Z

If you've read my previous columns you'll know I'm slowly working my way through a Battle of Britain theme. This month's exiting news is that Airfix's new 1/48 Boulton-Paul Defiant is on its way!

This month's subject, however, is the Hobbycraft 1/48 Dornier Do 17Z that was one of my two builds for 2013. This is an aircraft that I have some affection for. It always seems to live in the shadow of the Heinkel He111 but is quite a neat aircraft. The kit, on the other hand, is decidedly odd! In the Fifties or Sixties this



kit would be considered a paragon of detail, but for a 1980's produced kit it was let down by some strange errors.

By way of example, the interior doesn't seem to fit to anything, it just floats in space. The modeller needs to provide mounts for a lot of things. The undercarriage fixes to the rear engine firewall, but that has nothing to attach to, it can rotate in the wheel well by quite a few degrees. I ended up creating a jig and strengthening the join with some drilled holes and plastic dowels. The tailplane isn't square, the fins and



rudders would be canted outwards at the rear if it wasn't corrected.

The engines are nicely done but don't really represent the originals. Worse still the fuselage is slightly bent; it's a bit of a banana. I couldn't correct this one!

Apart from these (fairly serious) issues it is a reasonable model of a well-proportioned aircraft.

The surface detail isn't over done and it builds cleanly. The transparencies are OK but luckily the Kiwi company Falcon makes a complete set of vac-formed replacements which I used.

The model was masked with yellow Tamiya masking tape and sprayed with fine Tamiya



light grey undercoat.

I had been experimenting with mixing Tamiya paints but wanted to try the new Vallejo Acrylic Luftwaffe set.

I sprayed the aircraft with Vallejo 71.021, 71.015, and 71.008 which represents RLM 70/71/95. I wasn't completely happy with the results, I know there's not



supposed to be a huge tonal variation between the two greens but I ended up lightening the RLM71 slightly on later models.



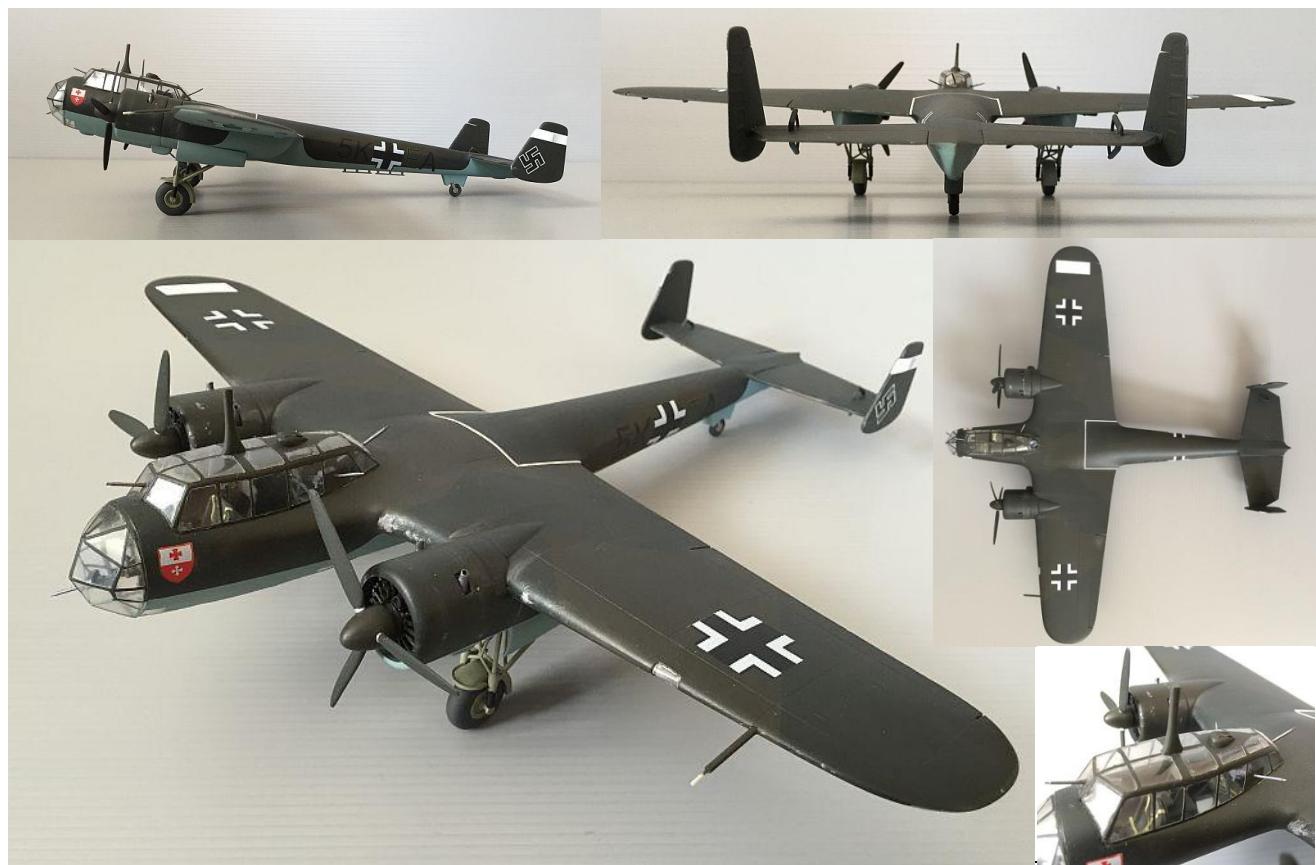
Luftwaffe splinter camouflage is interesting to mask, at least it doesn't have too many soft edges like RAF models.

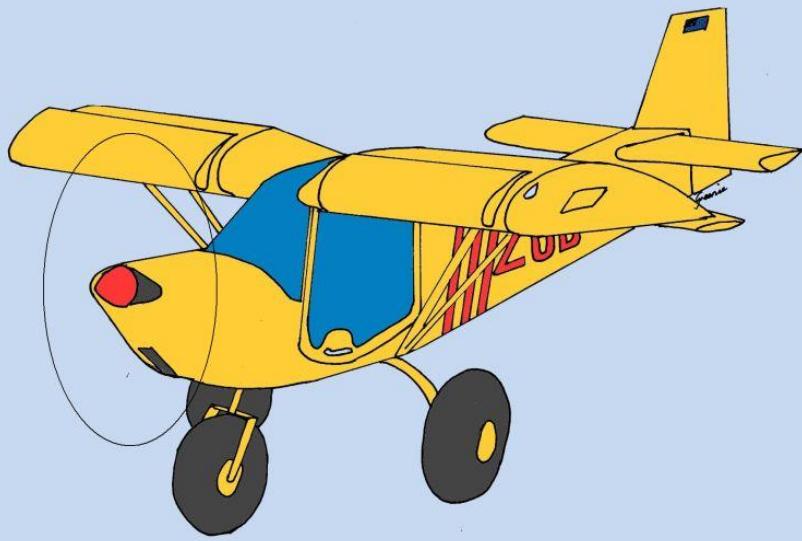
The kit decals were quite useable but the hakenkruez had to come from the spares box. I always have a little moral dilemma about modelling these but they are correct insignia and part of

the history I model.

Since this model was produced, Classic Airframes released an expensive but much better limited run model of this aircraft. I didn't want to pay that much for a model so I used the Hobbycraft one. Recently the Ukrainian manufacturer ICM released a new moulding that's reasonably priced. It looks excellent, along with the BoB-era Ju-88 A5 released shortly afterwards.

One day the misshapen Hobbycraft Do-17Z will be replaced, in the meantime it fills a gap!





Canterbury Recreational Aircraft Club (Inc)
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We can send you an information pack which includes membership details, costs, and joining forms. Membership enrols you for the magazine, too.



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.

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

Upcoming Events

TBA - Staverley/Mt Somers Club Fly-in. A Partner-friendly trip!

25-27th March (Easter) – Club Fly-in and camp at the CRAC Oxford airfield

25-27th March (Easter) – Warbirds Over Wanaka.

2nd April – Club Working Bee, 9:00am at the Club House. Please make yourself available

3rd April – Sheffield Wings and Wheels

Contributions and Attributions

Mike Sheffield, President's Report

Graeme Main, Oxford Fly in

Paul Godfrey, Brass Monkey details

Buzz Harvey, RAANZ Fly in report (article and Photos)

Nicola Little, We loved the CRAC Clubrooms (article and photos)

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New Members

Welcome aboard to:

Ryan Bassett

Please make our new friends welcome.

Congratulations

Deane Philip Adv. National

Next Newsletter

Contributions requested, publishing deadline **6th April 2016**.

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

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