



Recreational Pilot e-zine

Issue 38

September 2010

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Around the clubs

Club secretaries- if you want club news listed here, [email details](#).

NRFC/Whangarei

Rob Dryfhout- President

In the broadest of terms the history of mankind could be viewed as a series of pendulum swings between personal accountability and state control. This pattern is evident throughout history, from earliest biblical accounts right through to the relatively recent colonization of the Americas and most of the Southern hemisphere by "western" nations such as France, Spain and England.

The general pattern seems to go like this: a core of pioneers goes out and breaks in the new lands or develops new ideas, and, after a period of hardships which are overcome with bold, innovative and often courageous endeavor, the nation or new field of endeavor stabilizes and begins to become regulated by lawmakers and bureaucracy who generally start off well, but inevitably seem to slip into a pattern of increasing regulation and interference in people's lives.

This eventually leads to a social climate overshadowed by neurotic micro-regulation and in extreme cases to the rise of totalitarian regimes and even the eventual demise of whole civilizations. (This happened in China in the late fifteenth century).

Aviation is an excellent case in point to illustrate this trend in human society. I marvel at the courage and determination of the early aviators, many of whom died learning the things that we now take for granted.

Now however, General aviation is suffering world wide from the disease of over-regulation, and while aviation is a field where a healthy level of control is necessary for safety and enjoyment, more and more sport aviators are voting with their feet and moving from GA flying to ultralights, illustrating the natural human urge to distance themselves from the invasive swarms of interfering bureaucrats

The field of ultralight aviation is a beautiful example of the pattern described in the first two paragraphs above. In the early 1980's small groups of pioneer fliers started building obscure little machines and flying them around remote areas at the weekends. Guys like Ian Godfrey over at Dargaville not only built their own aircraft, but then taught themselves how to fly them!

What has resulted from this movement, which has started with a virtually clean slate, is a complete overhaul of light aviation in terms of design and construction of aircraft. The brilliant light sport aircraft we see today, which are in almost every way superior to their certified cousins, are the direct result of removing overbearing regulations and leaving the pioneers to it!

As ultralight pilots, we are living in a privileged regulatory environment. We can build, fly and maintain our own aircraft with a minimum of interference from Government. As an opponent of micro-regulation and the increasing interference in our lives by the PC nanny state, this is something I value very highly.

I believe we need to jealously guard the liberties we enjoy. We can do this in two ways:

Firstly, become acquainted with the regulatory issues surrounding ultralight aviation by talking to people who have well formed views and supporting whatever initiatives are put in place to preserve our freedoms.

Secondly, Take personal responsibility to continually up-skill and improve our ability, firstly as pilots, but also in the area of care and maintenance of our aircraft.

Safe flying - Rob D.

CRAC/Rangiora

Mike Sheffield- President

Our club continues to grow with at least four new memberships per month. we now operate two Rans S6 and one Outback Trike with a 582. Our instructors are busy every weekend and at least two week days getting through the workload. Our dedicated team of instructors is now lead by Dave Mitchell who you will know by the magnificent green RANS S6 'Kermit' he has built. He is being very proactive in meeting with instructors and keeping the training level to a high standard set by Mike Small.

We also have leased a Tecnam in which our members are getting rated on. This makes a nice step up from the RANS and gives members a taste of the newer generation of microlights. Our EX-CFI ,Mike Small is off the the States for 3 months at the end of February to try the flying experience there. We hear he has to make a Pietenpol airworthy before he can go too far though. We will miss his around the club as his is a great driving force within the club. He deserves a good holiday and we look forward to his return in May.

Our club has been very lucky to obtain a large area of land on the Rangiora field for our future club development. The council are very supportive of our plan to develop a Recreational Aircraft centre on the land. We plan to build two new 20m x 20m hangars and a new club house and also allow up to around 12 new hangars owned by club members. Already we have built one of the 20mx20m hangars three hangars and a special training room for our Trike members. This has been developed by Doug Anderson, a long time member of our club. He has room for around 20 Trikes and he is pretty much full already. Two other members have built 15m x 12 m steel hangars and two more are soon to start. It's all go here in Rangiora !

We have been extremely fortunate this year to take possession of a new field in Oxford. This not a full time field but will be available most of the time for us to fly-in to and hold special event. Over the last two years Dave McPherson and Mike Small have spent many hours clearing the site and preparing the runway. Members have built a shed on site containing a kitchen with a gas hot water system and power via a portable generator. We also have a shower that has a gas hot water system.

We have a very dedicated team in our club, we offer a friendly and comfortable place to stay and encourage pilot flying through Rangiora to stay the night at a small charge. Food and drink is always available.

Remember when passing through our area that we are now on 120,5mHZ not 119.2. Always use your

radio and keep a look out for helicopters and NORDO aircraft.

We also offer a full maintenance facility in Woodley Aviation. Paul Woodley is one of our most active members who runs his business from Rangiora. He specializes in Recreational aircraft maintenance and has even built a plane or two from scratch. He will give you an annual inspection while you wait (best to book though) and can carry out any repair from major strip down of your engine, fabric covering, painting, welding and any structural repairs.

We look forward to seeing you any time.

Regards - Mike

**And even more from CRAC/Rangiora
Mike Sheffield- President**

Rangiora airfield and especially the Canterbury Recreational Aircraft Club (CRAC) reached another mile stone in it's history by recently opening the third hangar for the club. Over the last 3 years the committee have been planning and fund-raising the new hangar. But a little background first.

The CRAC negotiated a large block of land to develop to secure it's long term future at Rangiora. The Waimak District Council allocated an area to the west of our present position that would be for the development for the club only. A plan was drawn up by the President which showed a new clubhouse, 3 20m x 20m , 8 12x15 and 2 12x10 hangar plots for club use. The club has been extremely to get this plot as the Council shut down further development to the west until it's long term plan was formalized. Doug Anderson and Mike Sheffield put a plan together to develop the area in one shot. This did not work out as we couldn't get everyone to commit at the same time. Doug took the first plunge and built an new hangar for all the Trikes in the club. This hangar was quickly added to by Doug so that he has now 2 separate hangars and a good sized implement and training room. Presently Doug has around 20 Trikes in the largest hangar along with lockers and storage areas for all the members with Trikes . He has set up a shadow board full of tools and spares and has a great smoko room that would look great in any modern house.

Not long after Doug started his hangar the CRAC put out tenders to build a new 20x20m hangar and this contract went to Alpine industries in Timaru. The hangar was put up by a local contract, Adam Toshack who did a great job. Mike Small from the club prepared the site. We quickly completed the main structure and got prices for the doors. At \$62,000 for 16m doors at both ends, clearly we had to wait or find another way. Another member, Phil Richards, came to the rescue and built the doors for a third of the price. He is now the most popular guy in the club! He did a great job and the door run as if on velvet. On the 4th of July Mike Sheffield as President of the club was invited to open the hangar by new President Bruce Burdekin. As luck would have it it was a perfect winters day and all went well. We had a bomb dropping competition and BBQ that made a great day of it. Since the complete of the club hangar four others have been started and there are definite plans for one one 20 x 20m one. The club has space for another 20 x 20 hangar and a new clubhouse on a 18 x 20 plot. The future looks good for the club and it is committed to get a new clubhouse in the future.

In other club news one of our Rans S6 aircraft was damaged in a landing accident early in the year. Damage was light and only effected the front wheel. As the plane had done just on 2000 hrs since new and we had already purchased new covers we decided to keep it out of the air until it was completely refurbished. Paul Woodley has been on the case for the last few months and has repaired the frame. The whole construction has been checked from top to bottom and this inspection revealed that the construction had stood up very well to 2000 hrs of trainee pilots. It has been a trouble free run with JOL and we can recommend to anyone the merits of using the Rans S6 as a primary trainer. New skins have been fitted to the wings and tail while the fuselage is awaiting a final paint touch-up before the

covering is attached and a reconditioned 583 installed. WE have regularly cycled the 582's on the planes every 300 hrs for the first 2 cycles and have extended that to 350 of late as the work required at 300 hrs is very minimal. We now operate 2 Rans S6, one Airborne Trike and lease a Tecnam.



The club now officially has a second airstrip located at Oxford some 20min flying time from Rangiora. Dave McPherson, Mike Small and many helpers have developed the strip from rough paddocks with deep hole and large stone into a respectable 500m strip with a club house, shower, hot water and a generator. We have a great camping spot with a neat campfire area. We have used it for a few events and hope to get much mote use out of it as the winter moves into spring.



Upcoming events

Club secretaries- if you want club events listed here, [email details](#).

Sat Sept 11- Bridge Pa Taildragger Day. See poster at end of this document.

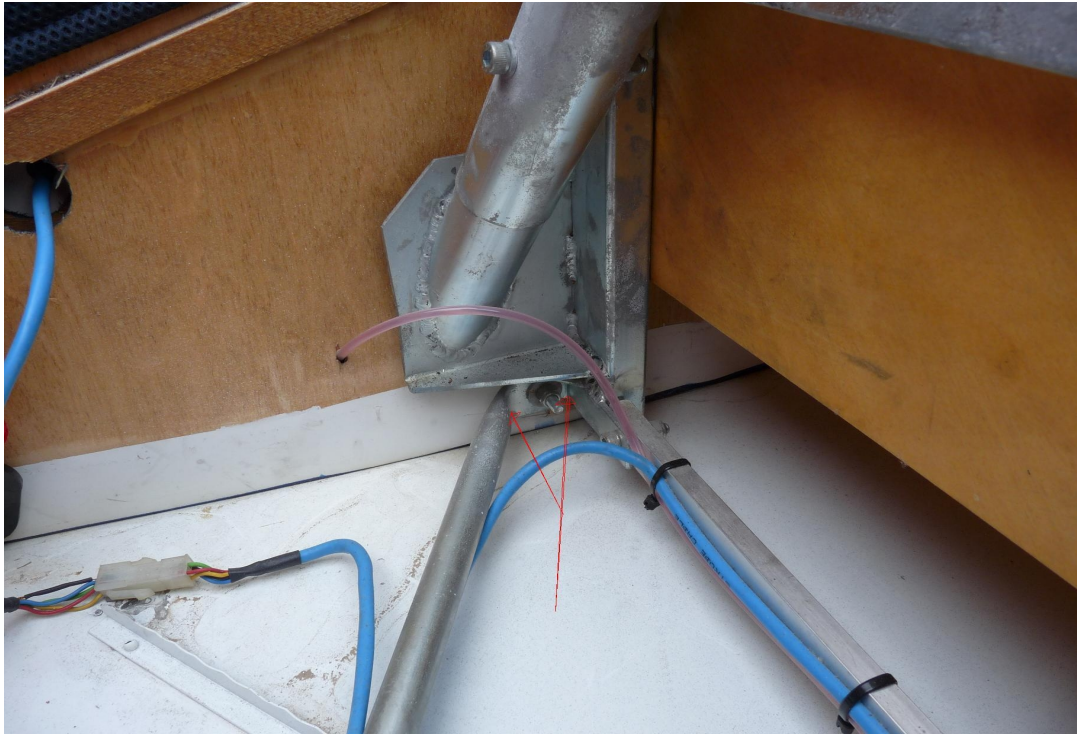
Incident/defect reports

Members- to notify incidents or defects, [use our reporting forms](#).

Alpi Pioneer 200- Undercarriage support bracket

A recent Pioneer 200 80hp undercarriage failure was caused due to the lower support bracket failing

and allowing the sub frame to move (this was not detected during its annual inspection) which can end in total undercarriage frame damage. IA's or owners doing their own maintenance need to be aware of where to inspect as in the attached photo. For aircraft with fuel tanks under the seat you need to remove the underpan to inspect attachment points. This fault to date has only affected 80hp aircraft as the 100hp version has a slightly heavier subframe. Regular inspections should include this every 100 hours.



Tecnam P96- fuel pump

Recently our club aircraft experienced complete engine failure, which has highlighted a potential problem to all of us operating this fuel system. The fuel system is in series, some aircraft (Pioneers) are in parallel. I feel all IA's and owners need to look closely at the picture attached. The fuel system had excellent fuel pressure, and after 45 minutes would lose pressure and stop. We checked tanks, fuel vents, fuel supply lines, did find a blockage in the return line, however the problem was still there (aircraft stopped again). A closer examination of the electric fuel pump revealed the small inline nylon filter which when removed was clogged with a lint type material. This has managed to get past the gascolator. The aircraft had done 1800 hours. I suggest anyone with over 1000 hours might wish to inspect this little filter as all the fuel passes through the electric pump, I also strongly suggest leaving the electric pump on at all times.



CH601 upgrade report

Bob Wagner/Motueka

I guess one of the worst kept secrets in the microlight world in recent times was the problems surrounding Zenith Zenair CH 601 XL and Zenith 650 series aircraft. There are 3 of these CH 601 XL aircraft in Nelson and I own one of them.

I first became aware of a possible problem with this model in about 2007 when I read a report in an English "Pilot" magazine of a wing departing a fuselage on an aircraft in Europe. Two people lost their lives in that incident. Since then I believe about 7 other incidences have occurred around the world of a similar nature resulting in the loss of life for some.

It seems the debate will rage on forever as to the exact cause of the failures, was it aileron flutter, was it a design problem, was it that the aircraft were being flown outside the design parameters? Since the 2007 European incident the Zenith 601 XL and 650 XL series aircraft have been subject to extensive testing at at least 2 independent testing establishments in the US and Europe and it seems no conclusive answers were arrived at. It appears all tested airframes met or exceeded their design capabilities.

Following a fatal accident in Arkansas in November last year CAA NZ issued an AD for these aircraft grounding them pending the fitting of 1of at least 2 approved upgrade kits. The AD was effective from 26th December last year. From that date on and until an approved upgrade was done we owners of this model owned nothing more than an expensive pile of aluminium. The decision to upgrade became a no-brainer.

One NZ CAA approved upgrade was designed and approved by the Light Aircraft Association (LAA) in the UK. In my opinion the LAA design is a minimum upgrade to allow the aircraft to fly again and indeed the owners who chose to fit this upgrade are more than satisfied with their aircraft. I think the LAA upgrade adds about 5kg to the MAUW and probably has little effect on the C of G. When fitted with the LAA upgrade the ultimate loading specs change from + 4/-2 to +3/ -1.8 @ 544kg MAUW.

The other approved upgrade is the Zenith 6-ZU kit designed by the original US designer of the aircraft, Chris Heinz and supplied by his trading company Aircraft Manufacture and Design (AMD) out of USA. For the owners who choose to fit the AMD kit the loading specs increased from +4/-2 to +6/ -3 @ 600 Kg MAUW. That is a significant increase.

In my unprofessional opinion the AMD upgrade kit is probably over designed and is a cure all for everything including some problems that are non-existent. I base this opinion on what I observed as we fitted the AMD upgrade kits. The wing and fuse assembly now appears very very strong. I can understand the designer wanting to over design an upgrade it rather than under design it for obvious reasons.

The 3 owners of this model in the Nelson all decided that if an upgrade was to be done on their aircraft then they would fit what we considered the best upgrade kit available. So it was that all 3 local 601 XL aircraft were fitted with the AMD kit. With the help of Anton Meier of Aero Sport Aviation in Hamilton we received the kits ex USA in February this year after having ordered them from AMD about only 3-4 weeks earlier. Anton is the New Zealand agent for Zenith and the new Piper Sport.

We decided all 3 local aircraft would be upgraded in my hanger at my airfield. We engaged the services of a local LAME and an AME to help. Our first task was to go through the upgrade drawings item by item, page by page and write a comprehensive check list of everything that needed fitting and

refitting including controls, control cables and other parts that needed moving and removing to fit new parts.

We took a good deal of time over this as we felt it was extremely important to be able to check off and double check each stage on each aircraft and sign off these stages as we went. We wanted to leave nothing to chance and poor memories. It would have been very easy for errors to set in especially as we were going 3 aircraft one after the other.

Can you just see it happening. One of us could say "Hey, Did you check that part on this aircraft or the other one?" "Hell I can't remember"!! "I remember checking it on the first aircraft but not this one"!!!

Check lists are excellent and they stay in the aircraft log book along with the AMD drawings and other documentation at the end of the job.

Before we started we found it impossible to gauge the hours needed to fit an upgrade kit. The job involved not only involved the removal of the wings but also the removal of the wing centre section from the fuselage but only to the extent where we could work on it without disconnecting the electrical wire loom that tracks through centre of that unit. We considered it worth the extra time doing this than engaging a qualified electrician to reconnect electrics at the end of the job. It was purely a cost saving decision. To all you others out there who have yet to do this job, it can be done this way.

We also had to strip out the main control system, seats and seat bracings, safety harness and most cockpit fittings. Both wings had the top skins and the top portion of the leading edge unriveted/ de-riveted (whatever the terminology is) to allow the fitting of new main spar and rear spar doublers.

Extra doublers were fitted to the wing spar root area. New doublers and stiffeners went into the nose ribs. Extra doublers and stiffeners went into aileron bell crank supports. Ailerons were rebuilt and new main control bell crank limiters fitted. Extra doublers and stiffeners were fitted to the fuselage sides and bottom skin in and around where the wing centre section is attached and the seat area.

We had previously prepared the new kit parts and applied Alodine to all then undercoated everything with zinc chromate and trimmed where necessary to fit. This job alone took about 12 hrs per kit. All new rivets we fitted were coated with "Duralac". I spent many hours on the lathe making jigs and guides to ensure the best possible accuracy when drilling out solid rivets and fitting/reassembling all the various parts.

Without adding any weight we deviated from the drawings a little to improve the strength and integrity in some localised areas. For example we fitted simple crush blocks into each end of the new aileron balance arm so the 6061-T6 box alloy would not distort under the load of the nut/ bolt tightening against it. Skeletonised aluminium on the aileron end and machined key steel on the other. Using key steel in wing end of the arm meant we simply used less weight shims as supplied with the kit to that end.

Extra weight doing this? Nil. Extra strength doing this? Untold.

Another example. With the consent of the designer we moved 2 upright fuselage doublers that should have been fitted outside of the fuselage skin to inside the fuse skin. This part is now invisible and the job looks much tidier. Extra work? Very little. Structural integrity unchanged. It's just a visual thing. It should be noted here any "deviations" were done with the approval of the designer. I have their emails of consent.

In the event the first aircraft left my hanger with a little over 300 hrs work spent fitting the AMD kit. Complete with all documentation including new Weight and Balance the LAME released the aircraft to test fly. I flew this aircraft and immediately noticed how well it trimmed in any attitude compared to previous and how smooth it felt. With the LAME's final release to fly the owner flew that aircraft home as happy as a cat with 2 tails.

The upgrade for the second aircraft was under way. When completed the owner reported similar

findings when he test flew his.

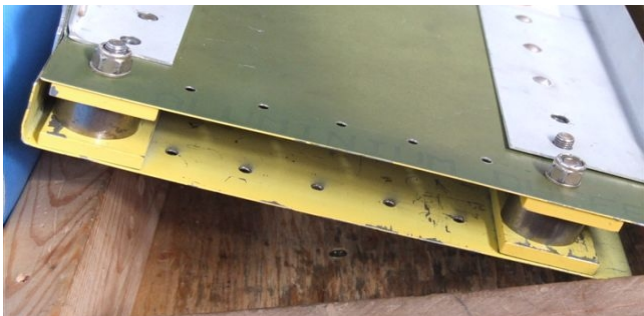
Just by chance my aircraft was the last of the 3 to be done. Again as with the first 2 we modified the kit just a little. After a new Weight and Balance the LAME released it to service for test flight.

Total tare weight increased by about 17 kg. This was constant on all 3 aircraft. On all 3 aircraft the C of G had moved forward slightly. My aircraft is a lot easier to trim but the stall characteristics have changed. It is now harder to induce a stall with 1 POB. It wants to mush a little rather than stall crisply. With 2 POB it stalls much the same as it always did.

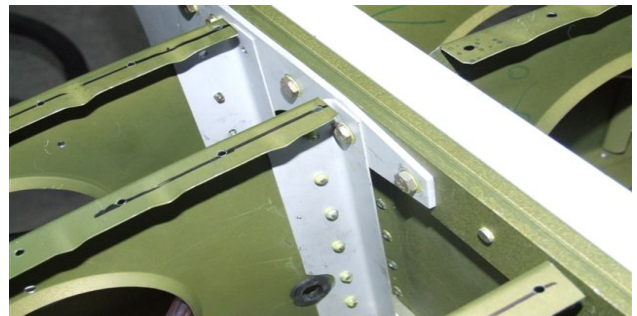
My aircraft now flies with a little more nose down attitude no doubt due to the more forward C of G. Another difference I noticed was cruise speed. Before the upgrade @ 5000 rpm with 25 inch's manifold pressure cruise was about 105 to 108 Kts indicated at about 1015 Mb barometric pressure. Using the same settings cruise speed has increased to about 115 kts indicated. About 5-8 kts faster indicated. How good is that???

Am I happy I have done the upgrade? Obviously we owners would have preferred not to have faced the problem in the first place but given the circumstances there was only one possible decision. Just do the job. For me, and the other 2 owners, the only thing left to do is clean all the excess "Duralac" from around the rivet heads and paint each individual new rivet by hand. For me it is some green some white and there are hundreds of them. Believe me. I am not looking forward to that.

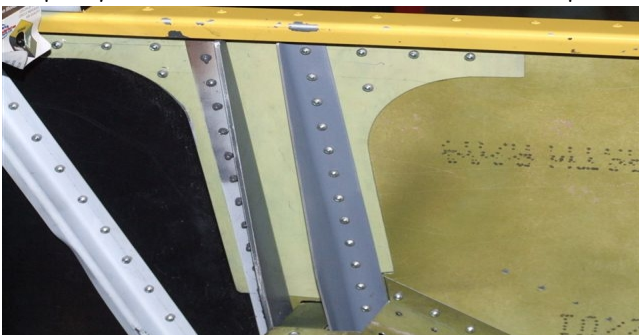
To all those who have not yet fitted the AMD upgrade kit to their 601 XL. Make no mistake, it's a big job and takes a lot more time than others would have you believe. I would suggest it would be hard complete fitting an AMD upgrade to a 601 XL in much less than 300 hrs. That's all from me this time but remember.....Keep flying, far too many accidents happen on the ground. Cheeeeeeeers- Bob



Temporary blocks fitted to centre section to hold exact position



Wing root doubler and rib stiffeners



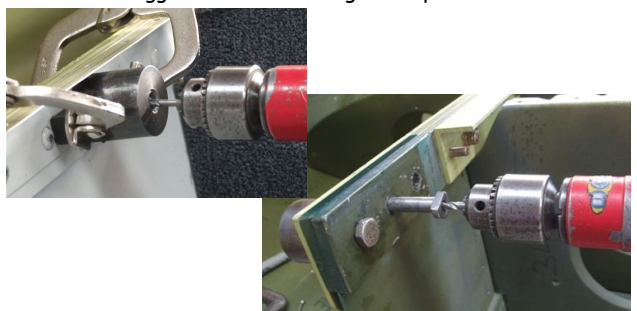
Upright fuselage doubler moved from outside to inside



Joggled doubler to wing rear spar



Wing open



Drilling guides

Ops reports

Paraparaumu airspace

CAA recently issued an NPRM to amend PP airspace to fully transponder mandatory, removing the 0-1500ft non-transponder layer. This was to facilitate daily Air Nelson Q300 flights PP-AKL. This would have removed any practical non-TM route north-south down the Kapiti coast.

RAANZ, along with other GA user groups (Gliding NZ, RNZAC, AOPA) made submissions to retain a non-TM corridor down the coast. We saw it as a safety issue, as it would have forced non-transponder a/c west of Kapiti or east into tiger country. We also argued that PP is a useful weather or fuel alternate for transiting a/c, and pilots would likely say 'transponder or not, I'm coming in' if they were low on fuel, daylight or VMC.

We are pleased to report that CAA have modified the NPRM, instead requiring provision of a FIS at PP to assist with traffic separation. We see that as a good outcome- better traffic information for a/c in circuit or transit, and while landing charges will almost certainly have to be raised, if you have to put down there due to weather or fuel it is a small price to pay for the convenience.

Member contributions

Members- if you want to contribute, [email your article](#).

First SOLO

Allan Carroll/Wairarapa Ruahine Aero Club

Over the years I have always thought about learning to fly but never pursued it any further. My grandfather had a Tiger Moth for many years and we always used to watch his home movies growing up as kids as he was flying and doing his aerobatics. I used to think that I would like to do that one day.

A few months ago I rang Doug Yarrall who is the Chief Flying Instructor for Wairarapa Ruahine Aero Club as well as being my father-in-law and asked him if he would teach me to fly. From there I had my first 2 flights which involved cruising around the sky getting a feel for the plane and taking in the scenery. Then the work began, from learning how to take off to flying in the circuit, approaching and landings and stalling the aircraft at 3000 feet while recovering without losing too much altitude.

I went from looking out the window of a plane to concentrating hard on what I was doing and what had to be done. The first stall we did gave me a huge fright, the nose just dropped out of sky and all I could see was the ground. I thought "bugger this, I can't do that". Doug performed another stall and then told me it was my turn. After doing a few stalls myself, I started to come to grips with it and started to feel more comfortable.

My biggest problem was with my landings. My Take offs, circuit flying and approaches were coming along well but landing on the main wheels while keeping the front wheel off the ground was bit of a problem for me. Then one night we were doing touch and goes and all of a sudden it started to click, I was touching down on the main wheels first then followed by the front. After doing 3-4 touch and goes Doug said pull up here and shut everything down. I was a little confused as we were sitting in the middle of the field.

He then started talking about what I was going to do and then it dawned on me that I was going up by

myself. I said I can't do that but Doug said that I will be fine, I was ready to go solo, do all checks and away you go. He hopped out of the plane and away he went. Before starting the plane I thought if I was going to chicken out now is the time. I taxied down to the holding point, did all my checks, lined up on the runway, thought to myself I just have to do it and away I went. The biggest difference flying by yourself is that everything happens a lot quicker from taking off to reaching the circuit height etc. While I was flying I was busy thinking of what I had to do, did my cockpit check on the down wind leg and before I knew it is was on my final. I got to about 500 feet that's when I realised I was on my own and it was up to me, my Co Pilot was no longer there. I came down on my final leveled off on the runway, held the nose up and touched down and pulled off to the left. It was a great feeling of joy as well as relief that I had finally gone solo with only 8 hrs of flying under my belt.



I have since gone solo again and what a bigger buzz that was. I also shared the air space with a few of Peter Jackson's vintage aircraft which is a totally different experience than watching them from the ground. Learning to fly is great experience and is something I will enjoy for many years to come.

I would recommend the Wairarapa Ruahine Club to anyone who wishes to learn to fly. We have a great facility and with Doug Yarrall as the instructor coupled with all his years of experience with flying, he would have to be

one of the best.

And at the other end of the scale- 84 and still flying!

Phil Lightband/Kaitaia

On November 11th my wife and I who are now 84 years of age did an unusual flight in a Microlight. I am attaching a few local paper clippings which gives most of the details.



Come fly with me, my love

by Peter de Graaf

Armistice Day always conjures up mixed feelings for Phil Lightband.

On one hand, it's a time to remember fellow servicemen and women who lost their lives in conflict.

On the other, it's the day the World War II pilot and his wife Esther celebrate their wedding anniversary — the pair tied the knot on the 11th hour of the 11th day of the 11th month, the same date and hour the guns fell silent in World War I on the Western Front.

And this year's anniversary was more precious than usual for the Mangonui couple.

Yesterday they celebrated their 65th anniversary by taking part in the first Armistice Day commemorations at Mangonui's new war memorial, which had been dedicated only hours earlier.

Mr Lightband, with his wife in the passenger seat, was piloting the aircraft that dipped its wings in salute as it skimmed over the gleaming new obelisk just after dawn.

It is also 70 years since Mr Lightband first flew solo — quite legally, as he was only 14 at the time — and started a life-long love of aviation that included flying Corsair fighter-bombers in World War II.

As far as he knows that makes him the oldest, if not the only veteran in the country, to have flown in World War II and still hold a full pilot's licence.

Yesterday's formalities began at 8am with the decommissioning of the town's old wharf-side war memorial.

Once the flag was lowered and the last post played one last time, members of the 3rd Auckland Northland Battalion Group marched the flag 500m around the waterfront to the town's new warwalk.

Mangonui veteran Jimmy Osborne — who flew Spitfires in World War II and built the original memorial 30 years ago — carried the plaque to the new location.

The 86-year-old felt "a little better" about the way the memorial had been shifted, but would not fault the new site.

"It's beautiful, there's no two ways about it."

Light drizzle set just as the fire brigade siren sounded to signal



MASTER AT WORK: Mangonui's Phil Lightband — who flew in World War II and still has a full pilot's licence — checks on his wife Esther before a flypast of the town's new war memorial. The couple, below, was married on Armistice Day 1946 so was also celebrating a 65th wedding anniversary yesterday.

PICTURE / PETRINA HODGSON

the start of two minutes' silence, an eerie stillness broken only by Mr Lightband's fly-past in a Tecnam sports plane.

Baritone Cedric Richards, 17, sang a hymn and fellow Taipa Area School student Jessica Hyland, 16, recited *In Flanders Fields*.

Far North Mayor Wayne Brown said for such a small place as Mangonui, many people had lost their lives fighting against tyranny.

More recently the townsfolk had fought a different sort of battle, this time against bureaucrats who had ordered a wire fence be put up along their new boardwalk.

He thanked the "unknown partisans" who had removed the fence, re-connecting the town and



the harbour. Also present were MPs John Carter and Shane Jones and representatives from Doubtless Bay schools, scouts, fire fighters and police.

The oldest veteran present was 90-year-old Tony Jujnovich who, along with the rest of the Kaitiaki RSA, was marking Armistice Day in Mangonui this year.

Mr Jujnovich was delighted with the new monument but said the day was tinged with sadness.

The World War II veteran had lost friends on both sides of the world — friends he grew up with in Dalmatia, and people he came to know after his family shifted to New Zealand in the 1930s.

"I lost a lot of schoolmates, my boss, people I worked with.

"It's times like this you do remember them."

Pober Pathfinder- the sequel

Mike Sheffield/Rangiora

It's been one year since I completed my Pober Pixie (now Pathfinder) and I have only managed 6 hours airborne! Why, because I had a leaking crankcase on the VW 1835 due to a crack behind No3. Yes this is where they go when they do and people tell me that they all do sometime. I knew that! Because a reinforcing plate had been welded to the case I thought great it's been done and I don't need to worry about it anymore. Wrong!! As soon as I turned the engine over by hand oil dripped to the floor. S...t, just spent heaps on a professional rebuild and what do I get? A leak. I planned many different

fixes, all failed. Decision time. Rip it out and start again. By this time I had already had it out 3 times so I was good at it, if not a little pissed off. Any way the decision was made to take it out and take it to a different professional rebuilder who knew V dubs back to front. So I threw it in the back of the car and took it to him. Strict instructions- fix the oil leak please. An I DON'T WANT A HUGE BILL, no gold plating just an engine that doesn't leak please. A week later, 'it needs a new crankcase Mike'. OK where to from here? 'Oh there will be a bit of machining here and there to fit the rest of the engine parts into the new case and a few new exhaust valves'. 'but I have just had new valves and pistons and heads and stuff why do I need them again? Well, ' he says, they were not he best and one of the pistons is out of round' But I tell you what I have a set of barrels and pistons you can have-FREE. Great thanks mate, I owe you one,- little did I know.

A phone call a few weeks later say it is ready to pick up. Great! Off I go to pick up my baby. After an hour of what was done and what things needed to be done that we didn't see initially- the bill.

Well, knock me down with a feather!! After I had regained my breath and picked myself up off the floor I thought how the hell I going to find that sort of cash? Next stop to Trust bank with a shotgun, no not a good option. Then home to the boss the load up the bank card- no worse option. What's next? After a couple of days of stomach pains and sleepless nights the solution struck me. Work for it you soft bastard. So I did. Having paid for it and taken it back for the hangar and fitted it along with the \$180 gold plated rocker covers. The gold plated rocker covers were slightly wider than standard ones and my close fitting cowling objected somewhat. There was then some gentle cutting of fibreglass and foam to make the new rocker covers it and fit well they did. Better than the original!

The next test was to install some new oil on the floor, oops no not the floor in the engine. This went very well with the engine retaining 100% of the oil fed to it. Now this was something different!

With the ignition fitted and fuel in the tank it was time to start it. The formula for the old one was 20 props(yes no electric starter for me) on full choke and away it goes. Well not this new one. Two hours later and three mates with new hernias no sign of life. Once again the phantom engine starting god (Mike Small) happened to come along just as it was about to start. He propped it backwards 10 time, called contact and away it went. Smiles everywhere.



The following week same problem. Trying to start it myself and in a great amount of stomach and head pain from the 2 hours of prop starting another very well meaning mate said 'I know what the problem is . It's the ignition wiring to the coil. It's the wrong way around'. ' No its bloody not, say I!

As I go to prop start it again smoke pours from the ignition pick up. 'I told you not to change it' His face hit the ground and I did feel a little bit sorry for him. Only trying to help!

Three weeks later a new ignition system arrives and is fitted. Started first time. Stopped it and started it many times. Great lets go flying. Mike Small, the test pilot dummy, took her up fro the first flight since his initial test flight a year previously. A great improvement. No oil leaks temps pretty good and it flew really well. Another couple of flights followed then it was my turn. Flies like a dream. Very predictable, does everything that I want and look bloody great. I am still have starting problems but I will sort them, just a matter of getting to know the beast.

Thanks to all the helpers no matter what you did, I know you had good intentions. Now when it stops raining I can do a bit more testing .

Membership changes last month

Name	Club	Certificate	Contactreason
Bill Maugham	Northern Recreational Flying Club	Advanced National	Upgrade
John McKinnon	Geraldine Flying Group	Advanced National	Upgrade
Brian Nash	Northern Recreational Flying Club	Advanced National	Upgrade
Gary Gordon-Glassford	Canterbury Recreational Aircraft Club	Novice	Joined
Hamish Fraser	Canterbury Recreational Aircraft Club	Advanced National	Joined
Allan Jones	Manawatu Microlight Club	Advanced Local	Upgrade
Roger Jones	Kaitaia Aero Club	Novice	FRTO
John Llewellyn	Kaitaia Aero Club	Novice	FRTO
Shafid Khan	Motueka Recreational Flying Club	Advanced National	Upgrade
Benjamin Sarginson	Southern Recreational Aircraft Club	Intermediate	Joined
David Marriott	Nelson Microlight Club	Senior Flight Instructor	Joined
Lindsay Baird	Southern Recreational Aircraft Club	Novice	Joined



**TAIL DRAGGER 2010
BRIDGE PA AERODROME
SATURDAY SEPTEMBER 11TH
SUNDAY 12TH SEPTEMBER RESERVE DAY**

STOL

JAILBAR BOMBING

WILD FOOD LUNCH

SPOT PRIZES

Organise your diary and come for the weekend! BBQ is Saturday lunch (wild food theme). For the competitive types –comps start Sat late morning and continue through the afternoon. Sunday morning is a reserve day. Casual dinner at a local on Saturday night. Let us know if you need somewhere to stay or would like a list of local motels. You can camp out under a wing if you like.

For more information contact Stephanie Eilers 021769963 or Bruce Govenlock 021769913 or email stephanie@stm.net.nz

Skyranger



Go to www.skyranger.co.nz to find out why the Skyranger is the perfect kitset microlight for New Zealand conditions.

The NZD is strengthening against the Euro and GST goes up in October; there's never been a better time to buy!

Contact Rob Dryfhout: Ph: 021 871118.