

RECWINGS

THE MAGAZINE FOR RECREATIONAL FLYERS



- SALUTE... TO THE P3 ORION
- CLUB OPEN DAY COMING UP
- CLUB FUEL TRAILER
- CHRISTCHURCH VISITORS

JANUARY-FEBRUARY 2023





RECWINGS

is produced in conjunction with the **Canterbury Recreational Aircraft Club (CRAC)**.

Contributions for the next edition are due by **March 16th 2023**. We invite contributions from all, with editorial discretion being final.

editor@crac.co.nz

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Previous Page – RNZAF P-3B Orion NZ4203, with an RNZAF Short Sunderland MR.5 below.
RNZAF, Copyright: Crown Copyright 1967, New Zealand Defence Force Some Rights Reserved

Cover – RNZAF P-3K2 Orion NZ4201 at Classic Fighters Omaka 2015

Page 18 - top, Conor McCauley in SkyRanger ZK-SKV on short finals, 2022

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A SALUTE... TO THE P3 ORION

BRIAN GREENWOOD

The Lockheed P-3 Orion was a Maritime Patrol aircraft developed from the Lockheed L-188 Electra in the 1950's under the USN's Type Specification 146. This was a requirement for a Lockheed P2 Neptune replacement specifying a short development time, which necessitated development from an existing aircraft.

Modifications included an enlarged nose radome with an ASV radar, MAD (Magnetic Anomaly Detector) in a tail boom, a lower fuselage bomb bay forward of the wing, hardpoints for weapons pylons on the wing, and other structural details.



The Lockheed YP3V-1 prototype was modified from the 3rd Electra L-188 airframe. Production P-3's had a fuselage which was shortened by 2.1m (7')

The aircraft first flew in 1959 and entered service with the US Navy in 1962.

By the early 1960's the RNZAF needed to replace it's WW2-era Short Sunderland MR.5 flying boats with a modern airframe. Consideration was given to a modified version of the Lockheed C-130 Hercules, which was already in operation with the RNZAF, but in 1964 the New Zealand Government sought approval for 5 of the new Lockheed P-3A Orions in an 8 million Pound project.

The RNZAF received their brand-new P-3s, by this time the 'B' model, in September and December 1966. The RNZAF were the first "foreign" operators of the Orion. A further second-hand P-3 was purchased from RAAF stocks via Lockheed in 1985.

Being a land-based aircraft, the RNZAF no longer required its seaplane facilities, so the RNZAF base in Luathala Bay, Fiji, was closed.



A very early view of P-3B NZ4201 over the Auckland Harbour Bridge. Note the early RAF-style roundels and the searchlight pod under the starboard wing. (Credit **RNZAF Crown Copyright 1973, New Zealand Defence Force Some Rights Reserved.**)

The initial fleet of 5 aircraft soon proved their worth as a rugged and reliable long-range patrol aircraft. They frequently participated in overseas events, such as the Fincastle Trophy - an Anti-Submarine Warfare exercise held between the UK, Canada, Australia, and New Zealand. The Kiwi Orions have won this 8 times.

By the 1980's the technology was dated, and the RNZAF initiated the first major upgrade under the project name 'Rigel'. The aircraft received new avionics, radar (APS-134 X-band), radio systems,



digitised internal systems, and an IRSD (Infra-Red) camera in a turret under the nose. Eventually the latter caused the retirement of the now redundant underwing search light. The much-improved aircraft was re-designated P-3K.

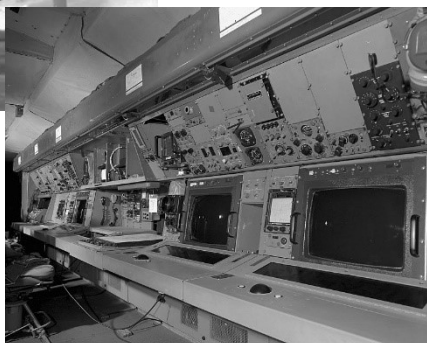


RNZAF Orion NZ4203 banks away from the camera. This was shortly after the conversion to P-3K standard, note the new IRSD turret under the nose, lack of the Searchlight pod, and the early white/light grey colour scheme.

RNZAF, Crown Copyright 1999, New Zealand Defence Force Some Rights Reserved.



Left, close up of the IIRD turret - RNZAF, Crown Copyright 1984, New Zealand Defence Force Some Rights Reserved.



Right, upgraded Interior - RNZAF, Crown Copyright 1984, New Zealand Defence Force Some Rights Reserved.

The harsh operating environment and the expected long service life necessitated a life extension program in 1997, under the name ‘Project Kestrel’. The entire outer-wing section, horizontal tailplane, lower wing centre panels, wing wiring, and engine pods were replaced. A fuel dump system was installed. The sixth airframe was completed in 2001 and the operational life had been extended by 25 years.

In 2005 the fleet of six were further upgraded to P-3K2 standard, which included a glass cockpit, new flight management system, digital radio navigation systems, GPS, improved IFF (Identification Friend or Foe), updated radios, electronic surveillance, and removal of the MAD (Magnetic Anomaly Detection) equipment. The empty tail “sting” remained in place. In 2016 the acoustic systems were upgraded to P-8A Poseidon equipment.

During the nearly 60 years of service the aircraft - and our Air Force - have served New Zealand incredibly well. They have hunted submarines, participated in humanitarian missions, saved countless lives in

Below The Orions typically escorted our A-4K Skyhawks on their many overseas deployments. RNZAF, Crown Copyright 1995, New Zealand Defence Force Some Rights Reserved.



This page – RNZAF Orion P-3K NZ4205 passes over a vessel in New Zealand territorial waters. Note that it has both the searchlight pod and the IRSD turret just visible under the nose.
RNZAF, Crown Copyright 1997





Search and Rescue missions, joined our friends in operations such as “Enduring Freedom” (2004 Global war on Terrorism), and patrolled New Zealand’s Exclusive Economic Zone. An RNZAF P-3B holds the world record for the longest duration flight for a P-3, of 21 hours and 30 minutes set in 1972.

The Orion is being replaced by 4 Boeing P-8A Poseidon aircraft, the first of which has been delivered to RNZAF Ohakea. The P-3K2 Orions have been retired slightly earlier to allow enough resources to concentrate on the P-8A introduction.

The Orions are not being replaced one-for-one, as the new P-8As have slightly different strengths. Any operational differences can be covered by the new C-130J-30 Super Hercules arriving from 2024, which will also be equipped with an Infra-red search camera.

There’s also an EMAC project (Enhanced Maritime Awareness Capability) which is intended to remove some of the more “civilian” roles (such as Search and Rescue, EEZ Patrols, pollution tracking) from the P-8A. The requirement mentions Aircraft, Satellites, and possibly UAVs.

Such aircraft as the ATR-72 Maritime Patrol and CN235MP have been mentioned, King Air type aircraft may also be suitable.

In the meantime, we celebrate the tremendous service that the RNZAF and the P-3B/K/K2 has given New Zealand and look forward seeing what our Air Force can do with the new equipment.

Above left, Orion NZ4202 overhead a submarine (possibly one of the RAN’s Oberon class Diesel-Electrics? **RNZAF, Crown Copyright 1998, New Zealand Defence Force Some Rights Reserved**

Below, NZ4203 over coastal waters. **RNZAF, Crown Copyright, New Zealand Defence Force Some Rights Reserved.**





OXFORD WHEELS AND WINGS

BRIAN GREENWOOD

The Oxford Lions Club held their “Wheels and Wings” fundraising event at Oxford air strip on Sunday 22nd of January.

Nestled near the foothills of the Southern Alps, by the confluence of Coopers Creek and Eyre River, it would be difficult to imagine a prettier location in Canterbury.

The vehicle event is a display of classic and interesting vehicles, the entrance fee for which went to the Lions charity fund. An added attraction was a trial flight, the cost of which was to cover expenses.



Above, A brace or gorgeous Alfa Romeo GTVs gracing the display area

Below left, Dave Mitchell in Kermit about to touch down.

Although it wasn't a CRAC or RAANZ event there were several members amongst the supporting cast (including myself). All pilots were senior instructors of some variety.

I arrived at around 11:00am and the car park filled to the brim by around lunch time. The Trial flights were going flat out so I wandered around the car section for a while. Naturally I headed towards the Jaguars but there was a wide variety of vehicles including a very nice Ford GTHO Falcon (replica), Bedford Trucks, Alfas, a swarm (Squadron? Nursery?) of Bambinos, Porsches, American Muscle and Classics, and the cars of my youth – 1960 New Zealand everyday cars such as Consuls, Cambridges, Morris's, etc.





Quite a few people were enjoying the flying, both as spectators and participants, with long queues for the flights. These were very well organised, with the operational area properly fenced and plenty of helpers to provide security.

Once an incoming aircraft had shut down, the previous trial student was escorted from the plane back to the public area, and the next one escorted out and buckled in. If another



Top, Michael Small in Karatoo ZK-KTW committing aviation in style

Above, Scott James in his Zenith CH-601 whistles in on short final

Below, as well as the lesser breeds, there was a selection of Jaguars – a white 1968 Jaguar 240, Grey Mark VIIM, and a Champagne 1999 XK8.



Above, the queues for the trial flights had been a lot longer earlier in the day.

Below, Ryan Humphries assembling his Trike in the display area





*Gary Cotterell's arrival in his Mk 26 Spitfire replica caused quite a stir amongst the crowd. This aircraft was imported from the UK and is powered by a 180hp Jabiru engine.
© 2023 Brian Greenwood*



aircraft was taxiing in, the process ceased until the aircraft was in and shut down.

I arrived just as the pilots and ground staff were taking a break, with my usual good luck someone had ordered an extra coffee and it was a shame to let it go cold (who do I owe for that?). I really don't feel like I had earned it.

Another very cool arrival was Gary Cotterell in his Mk26 Spitfire replica. This beautiful aircraft is powered by a Jabiru 8 Cylinder engine and is painted up as a Spitfire V flown by a Lt Eric Lock (DSO, DFC). (Info thanks to David Paull's NZ Civil Aviation Blog.)



Above, Jacques Gagné checks out the parked aircraft. **Right,** who wouldn't like to sit on the hay and watch aeroplanes?

Although outside the scope of this article, I need to acknowledge the aircraft accident that occurred later in the day and wish the two involved a speedy and easy recovery.

Amongst other arrivals for the static display were a near new Zenith CH-750, Ryan Humphreys' very cool amphibious float equipped Trike (trailer in out of respect for the cross wind), the gorgeous Rans S6 ZK-CCE (I will admit my bias for S6's), Zenith 701's ZK-SLO and JRT, Savannah SDR, SkyRanger SRS, and the Chook FTJ.

That aside, the event was a huge success, and the organisers should be very proud. And the Lions Club's Bacon and Onion sandwiches were a delight!





Left, this handsome Falcon GTHO replica in a gorgeous Ford Blue set a high standard for the vehicle display.

Below left, VW Beetle displaying the oily bits

Below centre, a 1962 Dodge Dart

Below right, 1930 Ford Model A



Above left, A cracking 1933 MG J3

*Above centre and right, a 1962 Chevrolet Impala. You **could** eat your lunch off that engine but that would be a terrible crime!*

Sorry for the vehicular excursion, back to the real subjects.

Left, ZK-SOX tip-toes out of the field

Right, Roy Waddingham and Jacques Gagne depart in Zenith Ch-701 ZK-JRT

A special shout out to the hard working crew during the event, Dave McPherson and the other organisers, and a special thanks to Mike Small for enabling the Air to ground photographs.





CHRISTCHURCH VISITORS

SAMUEL MILLER AND BRIAN GREENWOOD



This page, regular readers will know I'm a fan of the C-130, and the ski-equipped ones are rare birds indeed. We're lucky in Canterbury that this is the base for the U.S. and NZ Antarctic programs and can see these aircraft.

Top, tail number 30452 disturbs some Spur Wing Plovers on short finals to Christchurch's 02. Frankly, the Plovers had made no radio calls and were exhibiting poor airpersonship.

Middle and lower pictures, the same aircraft, note the sparks trailing the skis on the touch-down photo.





Above two photos, slightly unusual visitors to Christchurch were these two KC-135 Stratotankers on a 32,200km endurance mission around the Southern Hemisphere. One aircraft is from the 6th Aircraft Refueling Wing (ARW) based at MacDill Air Force Base in Florida, the other is from Farchild Air Force Base in Washington. The trip stopped at Brazil, South Africa, Australia, New Zealand, and somewhere in the Pacific!

Below, An LC-130H shares the ramp with the two KC-135s.



NOTES FROM THE EDITOR

As you can see in the Committee Notes, I proposed a joint RecWings/RecFlyer magazine, which would effectively combine the publications for CRAC and RAANZ. However, my first draft revealed that this wasn't such a bright idea!

The RAANZ publication is a lot more informational and has set sections for safety topics. The CRAC part of RecWings is generally more promotional and entertaining. The combined publication didn't do either organisation justice.

As a result, I am now the Editor for RAANZ as well. If it all goes well, I am happy to continue this role.

I had intended to step down as Editor for CRAC at some point as the interest in the magazine and CRAC content has been waning over the past few years – and isn't 65+ editions enough?

Let's see what the next year brings, but here's hoping that you enjoy both works.

Next edition of RecWings might be delayed – I will wait until I have the material from the CRAC Open Day but will be in the middle of sorting Classic Fighters Omaka photos soon after that.

CHRIS ANDERSON

Chris Anderson will be available for any work starting the week of 13 Feb until late March.

He can provide the same services as he has done for hundreds in the area for years.

He has maintained his qualifications and will be home-based in Eyrewell so will be close to the airfield. He is keen to do any job

Contact Chris at:
027 263 1647

COMMITTEE NOTES FEBRUARY 2023

- RGE Gearbox – minor issue being discussed with Manufacturer
- Flag pole being constructed for club house
- Garmin InReach Minis being purchased for club aircraft
- Trial flight procedure for Club events being improved – RAANZ Require temporary Membership
- Rule change required by Incorp Soc rules – to be notified and introduced at AGM
- Proposal to move Committee Meeting to third Wednesday of month to allow for all invoices to be received and processed. Held over for new committee
- Safety Officer reports Incident of pilot not current in club Tecnams (but current in own) had issue during touch and go, being 005'd. Club tightening up on "Instructor approval" requirement for non-currency in club aircraft, giving opportunity for further dual checks.
- Agreed to combine RecWings with RAANZ RecFlyer (See side note, didn't go ahead!)
- New Club Fuel Trailer tested on drums and eventually fuelling an aircraft. See separate article.
- AGM Date set for April (Check the notifications, subject to CAC Clubrooms availability)
- Approval gained for Instructor Uniforms – hat and polar fleece top only.
- Proposal for Club Room internal change and refurb to better utilise space received from Keith Dekker. Favourably received but decided to place on hold pending finances
- Proposal to use Club House for private events under consideration and possible trial (pending insurance approval).
- Long discussion regarding Club Open Day and running Trial Flights legally. Discussion ongoing with advice being sought from RAANZ

Right, Tali Lawry in Cris Lawry's Dyn'Aero MRC01 ZK-ORR on short finals to NZRT 07, Feb 18th 2023.



CELEBRATING OUR SUCCESSES



Left, Jordon Searle soloed on January 26th under Scott James' instruction

Right, Tali Lawry soloed on January 30th also under Scott James' instruction



Please send your solo photos to editor@crac.co.nz with details

CLUB FUEL TRAILER

Some of you may be aware that the committee have purchased a mobile fuel trailer. We have a project to improve the way we store and dispense fuel and hope to be able to share the facility with club members for their private aircraft too (although this is a work in progress).

Plans are in motion for filling, bunding, site

permissions, security, and other aspects, however it was purchased on the high probability of all these issues being achievable.



Stay tuned for further updates on this exciting new project.

CRAC OPEN DAY

Further exciting news, the CRAC Club open day is scheduled for Saturday, April 1st. Any of us involved in the previous events can tell you it's a very enjoyable day.

For aircraft owners, it's a chance to display their aircraft to the public in the static display, or even do some circuits. For the club it's all about showing our activities to the community and sharing the joy of flight.

The Club will be running Trial Flights during the day, at this stage it is planned to do some ground instruction and teaching prior to the flight.

There are some great food stalls booked with a couple more to come.

We're calling for volunteers to help, both on the day and on the organising sub-committee.

Please help support your club on this enjoyable and feel-good event.



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Wayne has just returned from his bi-annual, update course for Rotax Aircraft Engines at Bert Flood's facility in Australia. This keeps him factory current



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www.lightaviation.co.nz



CANTERBURY RECREATIONAL AIRCRAFT CLUB (INC)

P.O. Box 440
Rangiora 7440

www.crac.co.nz

WHATSAPP

CRAC Drop Of The Hat
CRAC Revolution (for chat)

FACEBOOK

www.facebook.com/flyCRAC



Interested in joining us?

E-mail secretary@crac.co.nz or use
the online application form.

We can send you an information pack
which includes membership details,
costs, and joining forms. Membership
enrols you for the magazine, too.

UPCOMING EVENTS

4th-5th March – Club BBQ, 11:00am to 1:00pm-
ISH – Possible painting bee too

3rd - 5th March – RANZ National Fly-in,
Matamata

1st April – CRAC Open Day, Rangiora Airfield

7th – 9th April – Classic Fighters Omaka

26th April (TBC) - CRAC AGM, CAC clubrooms,
NZRT 1900hrs – Please check this against the
official Notice of AGM which will be sent in the
next few weeks.

TBA March – Club Fly away

Keep your eye out for weekly club e-mails,
join the **CRAC Drop Of The Hat** WhatsApp
group for informal group fly-aways. Join
CRAC Revolutionary for general chat and
good humour.

CONTRIBUTIONS AND ATTRIBUTIONS

RNZAF Photo Archive, Samuel Miller
RecWings logo by **Eric Lim**.

***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.*

NEW MEMBERS

Welcome aboard to:

Jose Abin

James Butcher

Jeffery Ellesmere-Sly

Mark Faulks

Philip Wells

Please make our new friends feel
welcome.

CONGRATULATIONS

Robert Bargent, ADV Nat

Donald Payne, ADV Nat

NEXT MAGAZINE

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are requested, publishing deadline
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2023

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

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YEALANDS
WINES

CLASSIC FIGHTERS Omaka 2023



APRIL 7TH - 9TH

EASTER WEEKEND

OMAKA AERODROME, BLENHEIM, MARLBOROUGH NZ



WWW.CLASSICFIGHTERS.CO.NZ

