

REC WINGS

THE MAGAZINE FOR RECREATIONAL FLYERS

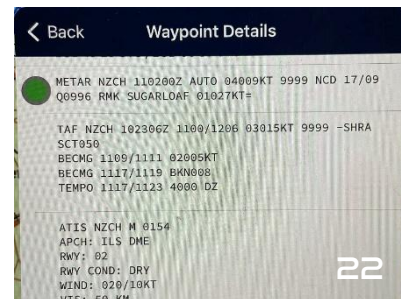


- YEALANDS CLASSIC FIGHTERS OMAKA
- ATC FLYING WEEKEND
- SAFETY@CRAC
- TIGER MOTH RALLY
- CRAC FLY-AWAY

MAY-JUNE 2023



The Sopwith Pup and Neiuport taxi past some of the ground action at Yealands Classic Fighters



RECWINGS

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

Contributions for the next edition are due by **July 20th, 2023**. We invite contributions from all, with the editorial discretion being final.

editor@crac.co.nz

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Cover, Spitfire IX PV270 springs into action at this year's Yealands Classic Fighters Omaka.

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YEALANDS CLASSIC FIGHTERS OMAKA 2023
BRIAN GREENWOOD

This year's Yealands Classic Fighters Omasa was a welcome return to the airshow scene after a 4-year drought caused by Covid.

I was looking forward to seeing all of my favourites, and I was very pleased to see a wealth of new displays as well.

The weather co-operated to the extent that there was almost no rain, but Friday and Saturday were, at times, dull overcast. It didn't stop anyone enjoying the airshow but was a pain for the



photographers! Sunday saw some sunshine and the cameras went wild.

One of the bonus aspects of this air show is the Friday night Twilight Extreme show with fireworks. It's pretty much a stand-alone event (you can buy separate tickets) and it must be one of the best fireworks displays in New Zealand.

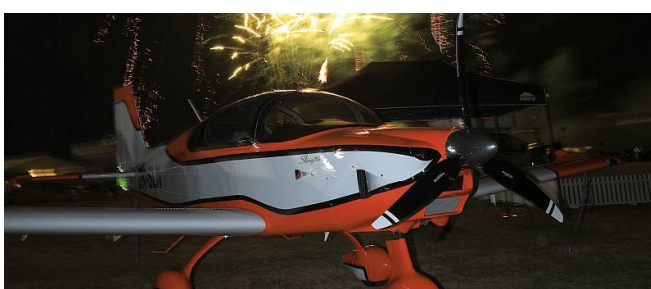
The other photographers - the good ones - headed off to capture the fireworks exploding over the



Heading photo, the ex-RNZAF DH Mosquito of the AHC's John Smith Collection singing the sounds of twin Rolls Royce Merlins.

Above, one of the two flying witches cleverly created as a model aircraft/drone which entertained us on the Twilight show.

Above right, JMB VL-3E-1 UL with added sparkle!



warbirds. RecWings is about Microlights (er... mainly) so I headed for the less contested JMB and Sling aircraft display with my tiny always-with-me Canon flash and a guess at the exposure settings, which worked out surprisingly well. It's always worth trying to catch the Friday night show!

Back to the daytime events, the Yak-52 team performed an awesome 9-aircraft loop (**below**), which has to be one of my favourite sights. Incredible when you think that these are civilian owner-pilots who pay for their own training in an aircraft that costs a lot more to operate than a Microlight.

Another huge surprise was the display by no less than five Waco Biplanes (**right and below**), including one closed-cabin tourer (flown by Jay McIntyre) and four open cockpit models. The expert commentary pointed out that these are pronounced "Wark-o" (IIRC) as it was originally an acronym for the "Weaver Aircraft Co", and has no connection with the city of Waco, Texas.

What I didn't know is that, while the original WACO company ceased operations in 1946, the Classic Aircraft Company re-started Waco in 1983 and is still going strong today. You can purchase a new-build Waco and Great Lakes aircraft directly from the factory. Having seen these aircraft, it's gone straight onto my hopeful-lotto-win purchase list. Check out <https://www.wacoaircraft.com/ymf-5>.

Other stand-out displays were the newly-refurbished Tiger Moth ZK-BFS, resplendent with Union Flag fin and rudder, along with the gorgeous Fox Moth ZK-APT (**photos on page 5**).

Bevan Dewes' recently restored T-6 Harvard in WW2 RNZAF camouflage (complete with bomb racks and practice bombs!) did a wonderful display with the ex-SAAF Harvard – serving to highlight





the contrast between a high-visibility training scheme and the effectiveness of camouflage (*above*).

Talking of Harvards, the Roaring Forties aerobatic team (*below*) flew their very polished display in their very polished aircraft, with the sound which



evokes so many memories for my generation.

Another favourite is Bill Reid's delightful Avro Anson I (*right*). Its performance is always remarkable, this has to be one of the top restorations of the last decade.

Another delight was the Polikarpov PO-2 two-seater biplane which trained so many Soviet and eastern-block pilots. I'd given up on seeing one of these since the export of Pat Donovan's to the Shuttleworth collection (unless my bucket list trip gets ticked off). The PO-2 displayed this year is based near Wakefield and was flown as part of the V-2 set piece, where it was chased off by the Flug-Werke FW-190.





Left, imagine that you're in your World War Two fighter, half-way along your take-off run, and seeing someone on a bicycle pass you... that's not what happened.

Flug-Werke FW-190 on take off.

Right, and the same thing didn't happen again for the Spitfire XIV!



Oh, the FW-190 displayed as well! This gorgeous work of art is owned by the Omaka-based Chariots of Fire Fighter Collection, along with the Spitfire XIV. The latter also displayed its graceful Griffon-engined lines – we were lucky to see it as they had been busy resolving a magneto issue up to the airshow.

The Merlin-engined Spitfire IX of the Biggin Hill Historic Aircraft Centre (Ohakea, NZ) was displayed to perfection by Sqn Ldr. Sean Perrett, RNZAF. This aircraft is now operated in conjunction with the RNZAF Heritage Flight and flew a super display with the RNZAF's Black Falcons, and then performed a solo display.

Talking of the military, the RNZAF participated with the Black Falcons (always a showstopper), a RNZN SH-3G Seasprite, and a C-130H Hercules. The latter are slowly being phased out of service, being replaced by new C-130J's next year. So, you think they would take it easy on these venerable aircraft. But the C-130H show was definitely an eye-opener,

it was full of max-rate turns and low-level delights, including a touch-and-go on the Omaka grass runway, just heart-warming to see.

The C-130 also supported the RNZAF's parachute display team, Kiwi Blue. One of the few benefits of the low cloud on Friday and Saturday was seeing the skydivers clearly exit the aircraft (with the help of a huge zoom lens), although they didn't muck around deploying the chutes! Another enjoyable and highly-skilled display.

The RAAF also graced us with their presence, in the form of a C-27J Spartan which also flew a spirited display. A very nice aircraft and one which would sit well in the RNZAF inventory, recalling the Andovers we used to use in the Tactical transport role.

World War One was represented by two lovely Neuport replicas, the Chariots of Fire Sopwith Pup replica, and the recently-restored Bristol Fighter replica. The latter was one of several ex-movie replicas recently re-discovered in containers in the United States. Finding these has been a life-mission



Above left and right, the classic RNZAF C-130H Hercules:
Do not go gentle into that good night,
Old age should burn and rave at close of day;
Rage, rage against the dying of the light. (Dylan Thomas)

Top, RNZAF T-6 trainer performing as part of the Black Falcons.

Below left, the RAAF C-27
Below right, the RNZN Kaman SH-3G Seasprite



for Graham Orphan, editor of Classic Wings magazine, and has increased the number of airworthy 'Brisfits' around the world. This one has been finished in the movie scheme (I think it was originally built for 'High Road to China' but never used) which I assume was supposed to be a fabric primer – whatever, it looks great (**below**)!



performance. Oscars all round, especially for those persons who managed to ride a Penny farthing in front of a large audience.

Civilian displays were the ex-Pam Collings Pitts S1 now owned and flown to perfection by the redoubtable Andy Love (**below**), and a radial engine



Another highlight for me was the flight of the Bleriot IX replica built by CRAC member Gert van Kruinengen. This aircraft, now syndicate owned at Omaka, performed as part of the 'Classic Era' set piece involving Penny Farthing Bicycles, vintage cars, and another Bleriot (non-flyer) which always has a slightly bendy incident, all part of the

Pitts Model 12 resplendent in purple and black.

Cam Hawley displayed his Beechcraft 17 Staggerwing in all of its Art Deco style, a beautiful aircraft in beautiful condition (**above**).

The Agricultural sector was represented by the Gippsland GA200's of Patchett Ag-Air (**below**) and





Marlborough Helicopters Jetranger and Squirrel. Not for the first time I was reminded the Ag Pilots have air show skills in abundance!

And what now seems very poignant, the late Brett Emeny (see separate article) and friend Peter Vause displayed their T-28 Trojan trainers in perfect aerobatic formation (*above*).

The ground show was always entertaining the battlefield re-enactment even had some heavy



artillery back thing them up. When those things fired, well, let's just say it was a loud bang followed by the odd car alarm. Very entertaining.

Another fun aspect was the Rocketeer segment, Rocketeer himself on the back of the truck being chased by some gangsters – he pops behind a convenient building and launches into the air using his rocket backpack. If you know the movie (a ripping good yarn in the vein of Indiana Jones) the images will all be familiar. Very well done – likewise the two drones of flying witches on broomsticks which haunted the field on Friday evening.

One massive drawcard was to witness the De Havilland Mosquito from the John Smith collection

being run up. The folks at the Omaka Aviation Heritage Centre and helpers have done a terrific job of cosmetically and operationally restoring this aircraft, while preserving the original cockpit and internals. To see another Mosquito running in New Zealand was almost therapeutic! Likewise, the P-40N "Gloria Lyons" which John Smith had saved from destruction, re-assembled and on display was a chance to see a P-40 in original late-wartime condition - albeit with some patina from 75-odd years of storage. These machines really are valuable time-capsules

The airshow is a big event in a huge arena, packed full of entertainment in the air and on the ground.

It's educational with added aeroplanes. It's terrific value for money, a whole day (or three) that the entire family can enjoy. With fantastic food and beverages to boot! Shout out to the Nood Food truck, I did get addicted to the savoury baguettes.

Thanks to the YCFO Team for an excellent, well run, entertaining, and, above all, safe airshow. To call it 'World Leading' is not an exaggeration. I can't wait for 2025!





*Airshow extraordinaire Keith Skilling in
the Classic Aircraft WACO YMF-F5 ZK-CFL
© 2023 Brian Greenwood*



Clockwise from Top left, Bristol Fighter, Dad and Daughter, Kiwi Blue flag-bearer, "Gert's" Bleriot, and the Yaks (left).



CRAC FLY-AWAY - RANGITATA ISLAND AND ASHBURTON
BRIAN GREENWOOD



A very enjoyable club fly-away was held on Saturday, May 27th. Originally destined for Pukaki (Twizel), the organisers, Lionel Green & co, wisely changed it to Rangitata Island and Ashburton due to conditions on the day.

Glenn Martin provided the thorough safety briefing, he introduced us to a website called gopreflight.co.nz which checked weather, notams, etc. Great, except it always says "Something went wrong" when I try to create a log in. I wish they could fix "something"!

After an entertaining stop visiting Russell Brodie at Rangitata Island (thanks for the welcome and the cuppa!) we departed for Ashburton, to be greeted by a sausage sizzle laid on by the Museum folks, and a look around the museum itself. Thank you for lunch!

The 20-or-so aircraft mostly came back via Lyttelton and up the coast, I was probably the last and it was mildly bumpy, arriving at NZRT at 3:00ish.

Thanks for the excellent day – and mentoring!



CFI'S REPORT

GLENN MARTIN

Getting TOOO comfortable as a Local!

Recently CAA called an "All Pilots" meeting in Rangiora, this included five CAA staff from Wellington including the CAA Director.

Soon after that we have the RAANZ instigated "All Instructors" meeting with three representatives of CAA.

The CAA were very polite however there are a number of issues that they are getting "Increasingly frustrated" about and, although they reiterated that education is their preferred option, they did state that they have "other options".

Putting this through the "Glenn translator", they are getting really p*ssed about some things and unless we get our S**T together the sky will fall.

These are all really simple things that we should be doing anyway....

Busting Airspace:

We live just next to Christchurch International Airport.

Having a small recreational aircraft in conflict with an Airliner is a nightmare scenario.

The Control areas are set up to keep us apart - but UNLESS we follow the rules then the system does not work.

There is no excuse to "***wander down to Ashley River mouth and accidentally go above 1500 ft***"

Not only is this dangerous and illegal but it sparks alarms from Commercial TCAS systems, ATC systems etc. CRAC is fortunate to have a number of ATC staff as club members, but this does not allow us to break the rules.

Whatever "system" you use to make sure you are clear of the control areas/zones PLEASE review it with an Instructor. The frustration around this at CAA was palpable.

I would suggest that you give yourself a good margin - at least 100 feet vertically and a NM laterally.

Circuits ...WHATEVER!

Secondly, at the all pilots meeting we had the spectacle of the Director and staff spending 20 minutes explaining to us all "***what a circuit is***".

Think about that.....take as long as you like!



Again, my conclusion - confirmed by discussion afterwards - is that CAA feels that there are a significant number of people flying out of RT that **“do whatever they want”** and do not conform to a normal circuit pattern.

Why is this a problem you may ask...? I am a good pilot - I can turn early or turn right off 07 after take-off, it saves me time and I am safe... why are they being so formal?!

Well, Aviation has a lot of **“safety through standardisation”**. You may know where you are, but others **“expect”** you to be in certain places at certain times - a mental 3D image of where you are on the circuit. You, being elsewhere, causes confusion and **“startle”**. This is a forerunner to an accident.

With 49,000 movements at Rangiora a year and a certain percentage of people not conforming... it is almost a statistical certainty that one day the non-conformance will become deadly.

There are plenty of opportunities as a Recreational Pilot to have **“Freedom”** and go almost anywhere and do anything when you want...do not do it in the circuit.

In the circuit show others what a great pilot you are by conforming to the standard circuit.

To be clear:

- **No Early or low turns**
- **No turning the wrong way after take-off**
- **Saying “non-standard” does not allow you to break the rules**
- **No just ‘dumping’ into the Circuit, respect the Overhead Join - all the people already in the circuit are higher priority than you, no matter how fast or expensive your plane is.**



When is an MBZ not an MBZ?

Rangiora is in an MBZ, (Mandatory Broadcast Zone) this means that a well-functioning radio is... well, mandatory... not just an option.

Make sure your radio is working well, get it checked regularly. We have two great Avionics firms on the field.

Make sure you have the right headset on... we have all accidentally put the wrong one on, so check! Make a radio check call occasionally when the frequency is not busy.

Make you calls short and to the point.

Lining up, Downwind and finals call are all needed, and others as required for safety.

HOWEVER:

With 49,000 movements, all of those requiring at least three calls, often the radio can be busy. Please do not clutter up the frequency with non-necessary calls.

For the life of me I have no interest in hearing that you are **“firing up and taxiing to the pumps”**. Personally, I believe that if you cannot taxi safely without having to warn others then you should not be flying... and probably not driving either. RT does not have a ground frequency, or delivery and so please leave the “air frequency” for calls that are really required.

Consideration:

Rangiora is a huge training facility, we have five fixed wing training Organisations (CRAC, CAC, ANZFC, Tie UPP and Andrew Vialoux) and several training Heli ops.

By definition, this means we have many low-hour and inexperienced pilots out there doing their best and sweating through the circuits.

Cut them some slack, bollocking them on the radio or expecting them to be perfect all the time is a losing proposition, live and let live.

You are probably more experienced than they are, do NOT expect them to “get out of your way” - be the bigger pilot.

We also have a wide variety of aircraft and experiences as pilots, we are all human and do not always get it right.

Expect the unexpected and be delighted in the fact that 99% of the time the “other guy” does it OK. No one is as perfect as you. No need to point this out. Just keep to the processes and be nice.

Glenn Martin, CFI

PRESIDENT'S REPORT

IAIN MCPHAIL

It's hard to believe that it's only just over a month since the club AGM as I write this. We've had two committee meetings so far (one informal, one formal), the Club History afternoon at the clubhouse, and the Pukaki Fly-away which morphed into Rangitata Island and Ashburton.

Both of these were, by all accounts, well attended and very much enjoyed, thanks to all involved in organising them.

I've joined the Rangiora Airfield Advisory Group, to represent the club and communicate back anything of significance. Hopefully I'll have more to report on this next time.

It's fantastic to see the focus on safety in this issue, with Buzz's new "Safety@CRAC section, and the sage advice from the CFI, Glenn Martin.

Stay Safe,

Iain McPhail, President



VALE BRETT EMENY

BRIAN GREENWOOD

I'm sure that everyone in the aviation community is aware of the sad news that Brett Emeny passed away unexpectedly in early May.

Brett was a major force for good in New Zealand aviation, especially the warbird scene. He was the driving force behind the Catalina syndicate and will be sorely missed. Our heartfelt condolences go out to Brett's family and friends.

Blue skies, Brett.





2023 TIGER MOTH RALLY

AARON MURPHY

CRAC member Aaron Murphy participated in this years' Tiger Moth rally, and contributed these amazing photos. Thank you Aaron!

This section: Rangitata Island





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This page – scenes from Hanmer Springs airfield, March 7th.





LOCAL AIR CADETS ENJOY CRAC'R DAY!

FLYING OFFICER JESMOND MICALLEF

As most kids today get to grips with driving on the road, some of Rangiora's fearless youth have set their sights higher. The Air Cadets from 88 SQN have been taking flight, supported by the Canterbury Recreational Aero Club (CRAC), each cadet getting the opportunity to take to the skies and experience the thrill of flight first-hand.

For many, it is the first time being in control of an aircraft and, through the mentoring of three very capable instructors from CRAC, the cadets took full advantage of being able to apply their aviation knowledge in a practical environment.

The highlight for many being the sensation of being above their houses, waving to their parents below!

It was a fantastic learning opportunity for the Waimakariri Air Cadets, who not only got to experience the flight itself, but also experienced a day filled with lessons on aviation knowledge, life skills and presentation techniques, with many expressing a desire to return to the skies as soon as possible!

CRAC has always been a great supporter of our fairly new Air Cadet squadron and we are very grateful for their ongoing support.

We are also very grateful for the fine services of instructors Scott James, Glenn Martin and Colin MacDonald. Our most sincere thanks to them for spending the day with us and making another great flying day possible. Thank you!



PEMET AND OTHER TRANSLATORS

GLENN MARTIN

I was pleased to see Brian's article in RecWings (March-April-23) about the plain language Met service PEMET. I have been using PEMET and sharing with others for years. The "Official" format is hard work! I would also like to thank Ian Boag for all his efforts with this over the years.

There is another translator, perhaps also not well known. AvPlan EFB automatically downloads all ATIS/TAF/METAR and of course NOTAM information for any "terminal" that you plan for or touch.

The METAR and TAF are displayed in the official format.

However, if you touch the box it translates into plain language, including Local time and a more user friendly explanation.

Below are a couple of screenshots from AvPlan, although you need to scroll to see fuller details.

Those of you without AvPlan have a look in the Club Aircraft or ask someone with a copy.

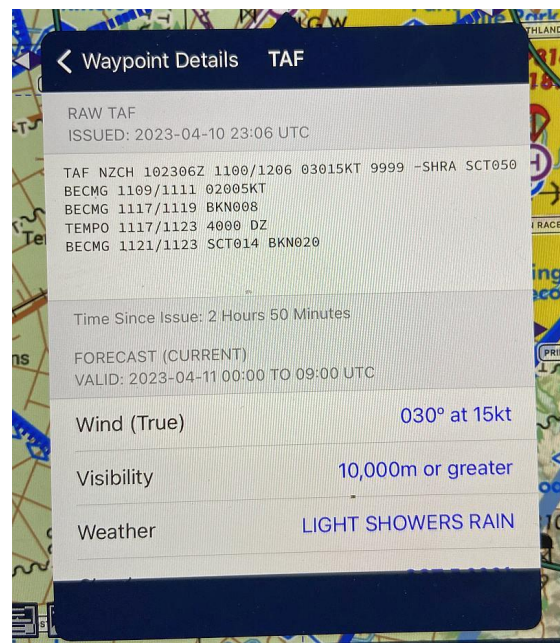
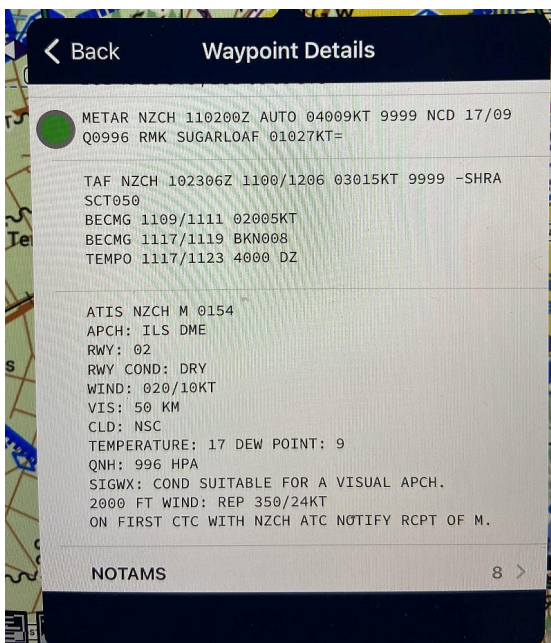
The new "Preflight" app also has a translator...for \$8:50 per month! Personally every time I try Preflight it crashes. Hopefully Lionel and Colin can explain what I am doing wrong during their course.

I am not familiar with OzRunways, so cannot comment whether it also has a translator.

COMMITTEE NOTES

APRIL-MAY 2023

- Glenn Martin appointed CFI
- Buzz Harvey and Stewart Bufton appointed co-Safety Officers
- Brian Greenwood co-opted on to committee
- Communications – Iain Blyth to continue with the CRAC Rap, with Brian deputising as necessary. To be approved by Club Captain as Iain Blyth not currently on the committee.
- IT: Victor Dragomiretskyy to be requested to continue with IT Support
- Maintenance: Paul Hyde-Smith appointed Maintenance Manager with Peter Collins continuing as Maintenance Co-ordinator
- Finance: Scott will send out monthly statements rather than individual invoices.
- Ryan presented some Insurance options including full replacement options. Keeping current plan but have the opportunity to change after next committee meeting
- Fuel Trailer insured
- Ryan presented a large number of fly-away and social events for consideration and scheduling
- Buzz and Stewart to complete ground Safety Audit
- The Instructors have donated a set of new Tie-downs for each club aircraft (more than \$100 each!) – letter of thanks to be sent
- Glenn Martin to update rules for Cross Countries
- Club Fuel Cards ordered
- Club has formalised its support of the local ATC
- ATC requires Police checks on all adult personnel including Instructors. CRAC considering the same, and will comply with ATC requirements





**CANTERBURY
RECREATIONAL
AIRCRAFT CLUB (INC)**

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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

17th June – Rescheduled Pukaki Fly-away –
overnight option – Gorge River Airstrip option
TBA July – Club BBQ

More events to come!

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**

Aaron Murphy, Buzz Harvey,
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Iain McPhail, Dylan Thomas

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:

Alan Robinson
Artem Bond
Daniel Bell
Edward Spry
Michael Epton
Luca Ruzzon
Peter McCrostie
Nathan Humphries
Geoff Titmuss
Agnes Yu Tang Chi

Please make our new friends feel
welcome.

NEXT NEWSLETTER

Contributions for the next
edition are requested, publishing
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1st, 2023

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

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