

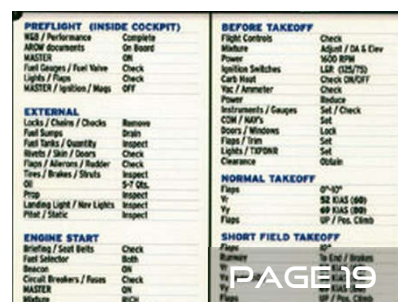
REC WINGS

THE MAGAZINE OF THE CANTERBURY RECREATIONAL AIRCRAFT CLUB



- NZRT-GREYMOUTH-HAAST-WANAKA-NZRT
- WHY USE A CHECKLIST?
- KIWI HARVARDS

MARCH-APRIL 2019



RECWINGS

is produced by a keen group of individuals within the **Canterbury Recreational Aircraft Club**.

To subscribe to the e-mailed edition please contact editor@crac.co.nz.

For back issues, head to www.crac.co.nz/magazines

Contributions for the next edition are due by **May 8th**. We invite contributions from all, with editorial discretion being final.

Brian Greenwood
editor@crac.co.nz

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*Cover, The Club's Tecnam P92 ZK-
RGB after refuelling by Will Aitken
and Paul Coetzee at Haast on
March 3rd. See Lead story
Photo: © Will Aitken 2019*

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NEW CLUB AIRCRAFT UPDATE

RGC will be shipped ex-factory in April and is expected to be in New Zealand a couple of months later.

**THANK YOU TO ARCHIBALDS MOTORS LTD
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RECWINGS**



NZRT-GREYMOUTH+HAAST-WANAKA-NZRT

WORDS:

WILL AITKEN

PILOTS AND PHOTOS:

WILL AITKEN AND PAUL COETZEE

Sunday March 3. Perfect weather to make it over to the coast. With a few helpful hints previously from Peter Collins we followed the Waimak up, then the Poulter River and turned right just before Worsley Pass where there's a little lake. Spectacular views and the Coast was already in sight. South of Greymouth (*lower left photo*) we spotted some dolphins then a bit further were the seals. A big surprise was the solid wall-like feature running along the beach covered in greenery and waterfalls all the way along it (*lower right photo*)



2.9 hours later on the hour meter we landed in Haast. A phone call a few days earlier to Johnston Motors right next to the airfield confirmed they would be open and they'd even lend us a 20 litre fuel drum to buy some petrol. This was great news to someone who doesn't have a BP or Z card which you seem to need at every airfield that has fuel.

The workshop manager came out with the fuel drum on a quad bike, politely gestured, said something and walked off. West Coasters don't seem to say much, I think they're telepathic. Paul and I just looked at each other and Paul said, "I think he wants us to take it". I laughed asking "Can you ride one of those? Oh, we'll work it out" and we were off up the track with the fuel. Had to do 3 trips to fill the Tecnam. 2 would have been enough but may as well top up then we've got it.



Above, Haast Terminal, Control Tower, Customs, and Security building



Not sure if we could last until the Wanaka fly-in cafe so the next stop was the Haast World Heritage Hotel (*above, left*). Perfect timing for lunch at our half way point and easy walking distance right across the road. Happy to find out they still had the Venison Pie on the menu which I had there last time ten years ago. The price wasn't the same though but at \$23, freshly oven baked with a huge serving of mashed potato, it was worth every cent. Perfect for starving pilots and the next best thing after the scenery.

We flew over the Haast Pass, the open tops of the mountains a deep dark dry orange colour. Even though I'd been practicing, I couldn't work out how to say 'Matukituki River Mouth' fast enough so just called from Mau Waho and Glendhu Bay instead. Wanaka from the air looks awesome. Warning: the Warbirds fly-in Cafe stops serving food at 2pm, lucky we had lunch at Haast, nice milkshakes though.



A straight line up over the top all the way back to Cust and Rangiora. We were passing through 8,000' climbing to 9,500' and after making a call southwest of Omarama we spotted a glider. A radio call from him about a minute later confirmed he was at 6,500'. Looked like he was doing about 100 knots in the other direction.

We took 847 photos, (that's after deleting 3). Somehow managed to sort out a few of the best ones. The club's Tecnam was perfect for what we wanted to do and has a useful payload, so no problems filling up. Return trip Rangiora-Greymouth-Haast-Wanaka-Rangiora, 5.9 hours.



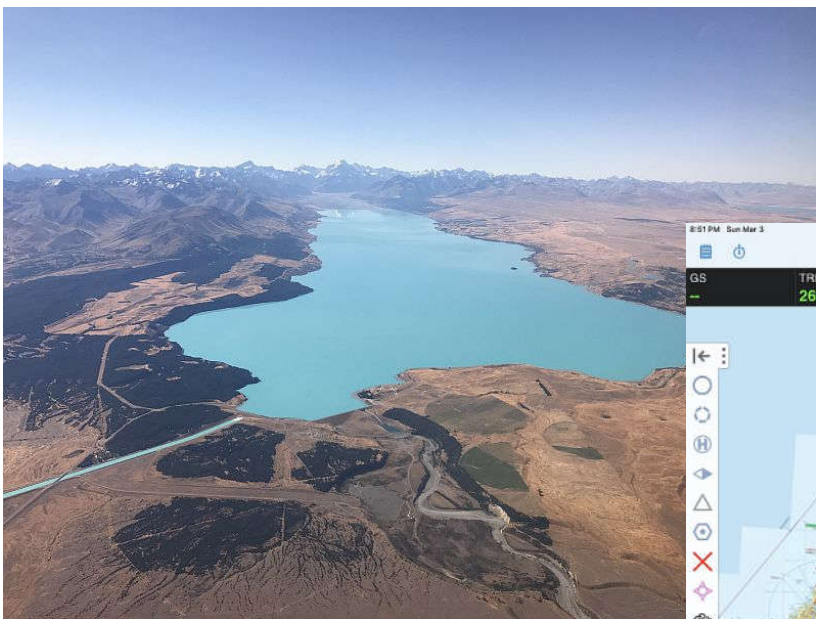
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*Top and above left, RGB at Wanaka (notice the sky divers in the second photo)
 Above Right Lake Ohau, followed a few minutes later by Lake Pukaki below left.
 Below right, the route as plotted by the GPS*



NEW ZEALAND HARVARDS

PHOTOS AND WORDS: BRIAN GREENWOOD



There are currently 16 Harvards registered in New Zealand, which are comprised of six Mark 2A*'s and ten Mark 3's

The Harvard was introduced to the RNZAF to replace its aged Fairey Gordons, Vincents, Vildebeests, and Hawker Hinds in the training role. New Zealand was allocated a batch of 67 Harvard II's (AT-6A's).

The 12 first aircraft were assembled at Hobsonville in March 1941, with the rest of this batch (55) arriving two months later. The aircraft were pressed into the training role very quickly, being initially based at Ohakea, Woodburn, and Wigram.

A further batch of 38 Mark II's arrived in February 1942. By then the emphasis on the RNZAF had changed from that of a training force to a fully-fledged air force capable of operating its own fighter, bomber, and reconnaissance aircraft.

Some Harvards were also equipped to help with defence in case of an invasion, they were fitted with light bomb racks, and three machine guns (Upper cowling, wing, and rear cockpit). They would have supplemented the Tiger Moths and (luckily) the P-40's which arrived soon after.

A further 52 Mark IIA versions arrived from September 1942. These differed from the Mark II's already in service by having a plywood and low-alloy steel rear fuselage. October 1943 saw the first of an eventual 41 Mark III's arrive. The final one arrived in November 1944. The Mark III reverted to the all-metal construction and had a 24-volt electrical system.

Post war saw the wind-down of the RNZAF with many Mark II's and some Mark III's stored at Wigram, and the IIA's stored at Ashburton. Some aircraft were retained for training purposes, and others were used by the Territorial Air Force until its disbandment in 1957. Around 1953-1957 some of the IIA's were modified to a IIA* (Two-A-star) version which involved replacing the wood and steel rear fuselage with the all metal one.

By the mid 70's the RNZAF still had 16 Mark III and 2 Mark IIA* versions at Wigram, 2 Mark IIA* with 14 Squadron at Ohakea, and roughly a dozen Mark 11A*'s in storage. They were replaced by the New Zealand-built CT4 Airtrainer in 1977 and disposed of via the Government Stores Board. Many were purchased by an American company who took the engines and left viable airframes in New Zealand.

These were the early days of the current vibrant Warbird scene in New Zealand, which had its genesis in the privately-operated P-51D "Mobil" Mustang of Ron Fehney and John MacDonald. We're very lucky to have so many Harvards still flying at our airshows and as Warbird rides.

The main users these days are, of course, the Roaring Forties aerobatic team. They've supported so many airshows that we begin to take them for granted – this article is my attempt to show some appreciation for these wonderful aircraft and pilots.

It should also be noted that the Harvards are playing another extremely important role – the one that they were designed for: training pilots to go on to larger and faster warbirds. The Warbirds over Wanaka Trust has a scholarship program to train fledgling Warbird pilots, much of which has been spent building hours in Harvards.

There are around 50 survivors of the RNZAF's original 202 aircraft, with 16 on the current register (which includes an ex SAAF import) and the rest in museums or storage around the world. That's a pretty good survival rate!

These are the aircraft still registered in New Zealand, and as many photos as I can find.



NZ1015 ZK-RNZ

This is the lowest serialled RNZAF Harvard still flying and is, possibly, the oldest flying airframe. It is retained and operated by the RNZAF although registered as a civilian aircraft. It is a Mark IIA* version and was originally operated in the 1970's grey and orange scheme (*left*). More recently it has been painted in its delivery scheme of RAF Dark Earth/Dark Green/Sky (*top image, next page*) or what was the American DuPont equivalents of these.

Sadly, in August 2018 it suffered engine problems and did a text-book wheels-up landing in a field near Ohakea Air Base. Thankfully the two crew were uninjured, and we hope that the Air Force (who do have other priorities, it has to be acknowledged!) can find the resources to restore this significant piece of history to flying condition.



Above, the RNZAF's NZ1015 in the new scheme lifting off at Warbirds over Wanaka 2018.

NZ1033 ZK-SGQ (No Photo)

This Harvard was delivered to the RNZAF and bought on charge on April 20th, 1943. It was used for training at Ashburton and by the Fighter Gunnery School at Gisborne. The aircraft was placed into storage after the war but converted to a Mark IIA* in 1954. It was sold to The Sport and Vintage Aviation Society, Wellington, for \$2000 in 1978 and restored to airworthy condition. They are still the current owners of this aircraft.



NZ1037 ZK-ENA

Delivered to the RNZAF as a Mark IIA, and was the final conversion to IIA*. It was one of two aircraft to be used as FAC (Forward Air Control) aircraft, directing strike aircraft (specifically A-4K Skyhawks and Strikemasters) during the 1970's.

It was sold off to J Mathewson of Ranfurly for \$7600 on July 5th, 1978. Eventually owned by Ray Hanna and based at Wanaka, it is now registered to ITL Aviation of Palmerston North, which I believe, is Brendon Deere's organisation.





NZ1076 lifts off from the Wanaka runway at last year's Warbirds Over Wanaka airshow.
© 2019 Brian Greenwood



NZ1052 ZK-MJN

Delivered as a Mark IIA in July 1943 and converted to a IIA* in the fifties, 1052 was declared as surplus and sold to MOTAT (the Museum of Transport and Technology in Auckland) in 1978.

It passed through a couple of owners (P Burns of Christchurch and M Nicholls of Blenheim) before ending up with the Harvard 1052 Syndicate of Auckland.

It was restored to flying condition by Aerotech at Ardmore in 1991 whilst under the ownership of M Nicholls.



NZ1053 ZK-JJA

This aircraft had a similar service history to NZ1052, including being sold to MOTAT in 1978.

It passed through a couple of owners including Don Subritsky who restored it to flying condition.

Ownership passed to the Harvard 53 Syndicate of Ardmore in December 1997. It was damaged in a ground loop at Whangarei in March 2004 and repaired.





NZ1057 ZK-TVI

Another Mark IIA* from the 1943 shipment. It was in use by 4 Squadron TAF (Territorial Air Force) when converted to IIA* standard around 1954. It was one of the airframes sold to Engine Support Inc in the USA in 1978.

Subsequently it passed through the hands of the Silverstream Aeronautical Collection, Charles Darby, the Harvard 1057 Syndicate, and finally to Warbird Adventure Rides of Drury, which is owned by the husband and wife team of Frank Parker and Liz Needham. (Liz Needham in the photo above, left.)



NZ1065 ZK-ENF

A Mark III version brought into service in November 1943. This aircraft took part in both the Harvard's 30th Anniversary fly past in 1971 and final fly past in 1977. It was sold by GSB tender to W Williams of Mount Maunganui in 1978, and then registered to the Harvard Syndicate of Mount Maunganui as ZK-ENF. Subsequently registered to the Harvard 65 Syndicate in 1984, it is currently registered to Strikemaster Limited of Auckland.

NZ1066 ZK-ENE

This Mark III had been used by No. 1 Squadron TAF in 1955 and 1956. Eventually stored in 1962, it must have been reactivated as it took part in the final fly past in 1977.

Sold to W Williams of Mount Maunganui in 1978, then to M Christopherson and registered ZK-ENE still in '78. It passed through a few owners including the Wanaka Harvard Syndicate, and finally to BDH Investments of Christchurch.





NZ1076 ZK-ENB

This Mark III took part in both the fly pasts mentioned previously and was sold to R. Brereton of Dunedin in 1978 and registered ZK-ENB.

It's still registered to an R. Brereton, now in Fielding.



NZ1078 ZK-ENG

Brought On Charge (i.e. into RNZAF service) in May 1943, this Mark III was converted to Mk 3* status in 1957. It took part in the 30th Anniversary in 1971 and then had a forced landing at Redwood in 1974. It took part in the final fly past in 1977. Sold to W Field in Nelson and then it passed through a couple of owners reaching the Harvard 78 Syndicate of Auckland in 1984, with whom it is still extant.

Although my favourite scheme is the grey and orange that I remember from my youth, this yellow one really appeals – hence the additional photos (below and next page).



NZ1082 ZK-USM (No photo)

I saw this aircraft at WoW 1996 but, for the moment, can't locate any photos of it!

A typical RNZAF history except it was involved in a ground incident with another Harvard in 1957 and never flew again in RNZAF service.

Sold to Engine Support Ltd and then to the NZ arm of the Confederate Air Force. When this organisation had it's confusing and difficult break up the aircraft was eventually registered to Black Sheep Wing Inc. of Auckland, although possibly owned by someone else! Not currently airworthy.





NZ1091 ZK-ENC (No Photo)

Another Mark III which took part in both fly pasts, NZ1091 was sold via the GSB in 1978 to W Williams of Mount Maunganui (they must have had quite a collection) in 1978. It was registered to W and S Williams as ZK-ENC and is still registered to a W J D Williams of Mount Maunganui.

Online photos show the aircraft flying in the 1970's grey/orange scheme.



NZ1092 ZK-WAR

This Mark III served with No's 1 and 2 TAF post war and took part in the 30th Anniversary fly past in 1971.

It was sold to the NZ Warbirds Association and registered to T Bland ("TT") and G Smith as ZK-WAR



in 1978. It's currently registered to C E Rodgers of Auckland.

This aircraft has worn a camouflaged scheme, and the white scheme with both RNZAF markings and, at one time, USN markings. Possibly the roundel/marking on the fuselage is easily changed, perhaps a stick-on vinyl?



NZ1096 ZK-END

A Mark III delivered in 1944, NZ1096 took part in both fly pasts and was sold to W Williams in 1978. It passed through a couple of owners including The Flying Machine Company of Tauranga in 2000 and is currently registered to Kapiti Warbirds Limited.



NZ1098 ZK-ENJ

Another Mark III delivered in 1944. I can't find any details of service history or accidents, other than it participated in both fly pasts mentioned previously.

NZ1098 was sold to D Redpath in 1978, and then to Harvard 98 Group, then K Brooking, and currently Harvard 98 Ltd of Mount Maunganui.

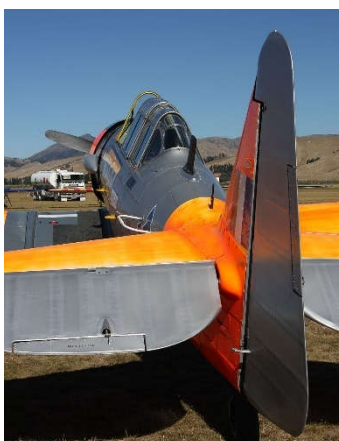


7660 ZK-XSA

Obviously an aircraft with no history of RNZAF service, 7660 is an ex-South African Air Force Mk III which was upgraded to T-6G standard. It was imported into New Zealand in 1996.

One of the original owners in New Zealand was Graham Orphan, Editor of Classic Wings and key motivator for the Classic Fighters Omaka series of air shows.

At one stage 7660 was based in Rangiora, but it's now registered to the O'Sullivan Family Trust of Blenheim.



SOURCES

NZ Civil Aircraft Blog – nzcivair.blogspot.com

Australia & New Zealand Military Aircraft Serials and History – adf-serials.com.au/nz-serials/nzharvard.htm

Kiwi Aircraft Images - kiwiaircraftimages.com – Phil Treweek's extensive survey of Kiwi aviation

Wings Over NZ Aviation Forum - <http://rnzaf.proboards.com/thread/17601/harvard-pile>

CRAC PROPOSES AIRFIELD USERS GROUP

It has been suggested that we need to form an independent Airfield Users group to lobby the Council for users' rights. The current Airfield Advisory Group is safety orientated, and it seems that only a couple of the members (including our Safety Officer, Kevin Dore) actually use the airfield!

The new group would be open to representatives from all organisations, including both clubs, commercial businesses, hangar owners, etc. This is in a response to a proposal from the council to change the landing fee to \$10 per day (in my case, an effective 388% increase!) and yet another doubling of ground rents. We're hoping that these are just brutal shock tactics (much like the proposed 33% Capital Gains tax) so they can introduce a lower fee and pretend they had our interests at heart. Either way, we need to hold the council to task.

Your thoughts are appreciated, please contact a committee member.

GARMIN INREACH® PROPOSAL

The Committee has received a proposal in which they would purchase a Garmin inReach® device for hire (suggested at \$20) to club members on cross countries.

This device allows two-way text messages to be sent via the satellite service. The effect is, no matter what the emergency, you're never out of contact. It will also send a GPS location every 2 minutes allowing others to track your progress. It is not an emergency locator beacon (PLB/ELB) which is still a legal requirement. Text costs would be passed on to the hirer. [LINK](#)

Do you see this as something useful, or do you consider our PLB/ELB's enough?

Your feedback to captain@crac.co.nz please

MAGAZINE FREQUENCY

You may have noticed that this edition is a dual March/April magazine. At this stage I intend to publish every two months from now on, and a small newsletter in the interim months.

Tecnam P92 for HIRE



100hp Tecnam P92 Super Echo available to CRAC members for hire at \$125 per hour.

This aircraft is ideal for cross-countries, fixed-pitch prop and 100hp Rotax.

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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 all the way to the beginning of 2018.



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WHY USE A CHECKLIST?

BEEN THERE, DONE THAT

WHY USE A CHECKLIST

To make sure the park brake is on

WHY USE A CHECKLIST

To make sure the fuel taps are on

WHY USE A CHECKLIST

To make sure the throttle is set

WHY USE A CHECKLIST

To make sure the choke is set

WHY USE A CHECKLIST

To make sure the flaps are set

WHY USE A CHECKLIST

To make sure the Master Switch is OFF

Just a few checklist items that are critical and make for a safe flight.

USE THE CHECKLIST!!!!!!

COMMITTEE NOTES

MARCH 2019

- CAA now state that the Rotax TIS (Calendar life) rule does apply, and that any exemptions must be made by changing the rule – expected to take 12-24 months.
- RGA gearbox from “new” engine returned for warranty claim
- Technical evenings for RAANZ exams arranged for late March/Early April – see Dave Mitchell for bookings. Thank you to Dave Mitchell for running these.
- Advertorial-style advertising for the club in progress
- CRAC Club Open Day at the airfield proposed for Spring
- Club sign fitted to airfield gates and clubhouse maintenance has been attended to
- Flying hours – 65 across both aircraft, around half normal activity
- >\$100K to be paid in April to allow delivery of RGC. Finances all arranged and accepted.
- Precision landing Comp details finalised, proposed and accepted to give a discounted half-hour rate in club aircraft to encourage more pilots
- Committee e-mail issues resolved thanks to the diligence and persistence of the IT Team
- Options for network cable or Wi-Fi extender to the hangar being considered
- Craig Sargison of WDC proposed removing the club’s preferential Landing Fee arrangement, and massive increases in the Landing Fee, and yet another doubling of ground rents. These are felt to be so far removed from any other cost increases (e.g. CPI); and the Council have failed to provide any details of the large costs transferred to the airfield accounts. See separate article on proposed Airfield Users Group.
- Proposal to buy Garmin inReach Explorer to rent to club members (See Article)
- Some discussion on where club aircraft keys should be located but no change decided for the moment.

CALLING ALL AVIATION ENTHUSIASTS

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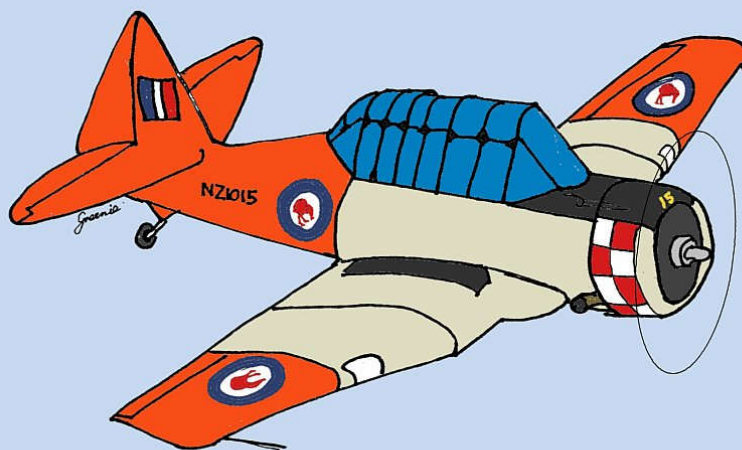
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Interested in joining us?

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

26th March and 2nd April – Technical Training
Course, 1900-2100 hours at the CRAC House.
Book by texting Dave Mitchell on 027 228 9556.
Exam to be sat at the end of the second night.

16th April – CRAC AGM at the CRAC House,
7:00pm. Please attend to see how the club runs,
or if you'd like to participate. Your vote is
important!

19th – 21st April – Classic Fighters Omaka. FW-
190, Spitfires, F-18's, Polikarpov PO-2... just DO
IT!

20th -22nd September – Wairarapa Aero Club 90th
Anniversary, Hood Aerodrome. See RecFlyer for
details.

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

**Will Aitken, Paul Coetzee, "Been There,
Done that"**

RecWings logo by **Eric Lim**.

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*Disclaimer: This Magazine is prepared by
dedicated enthusiasts; the opinions expressed
herein are not to be taken as official club policy
unless ratified by the committee.*

NEW MEMBERS

Welcome aboard to:

Paco Uybabbeta
Philip Royds
Andrew Allan-Jones
Duncan Wolley
John Camp

Please make our new friends feel
welcome.

CONGRATULATIONS

Benjamin Dodd, Flt Instructor
Robert Bargent, Adv Local
(Thanks to RAANZ's excellent
e-zine RecPilot for the information)

NEXT MAGAZINE

Contributions for the next edition
are requested, submission deadline
May 8th, 2019 ("ish").

Next publishing date approx. May 15th,
2019. Short newsletter to be published
mid-May.

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

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