

REC WINGS

THE MAGAZINE OF THE CANTERBURY RECREATIONAL AIRCRAFT CLUB



- CRAC ASHBURTON FLY-IN
- CT ACROSS CANADA
- CLASSIC FIGHTERS OMAKA TRIBUTE
- WARBIRDS OVER WANAKA 2022 ANNOUNCEMENTS

SEPTEMBER-OCTOBER 2021



RECWINGS

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

Contributions for the next edition are due by **November 17th**. We invite contributions from all, with editorial discretion being final.

editor@crac.co.nz

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Cover, Curtiss P-40N "Currawong" scrambles into the sunset, grapevines glowing in the background.

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CLUB ASHBURTON FLY-IN

BRIAN GREENWOOD

✈️ The club re-started its post-lockdown fly-ins for the year with a nice, easy trip to the wonderful Ashburton Aviation Museum on Saturday October 2nd. A good two-dozen aircraft owned by club members participated, with your humble scribe journeying down by car to join them (and carrying on visiting JOL being repaired at Rangitata Island).

It was very pleasant catching up with some of the people I have missed, and to be reminded that it's the personalities that make the social side of the club so much fun.

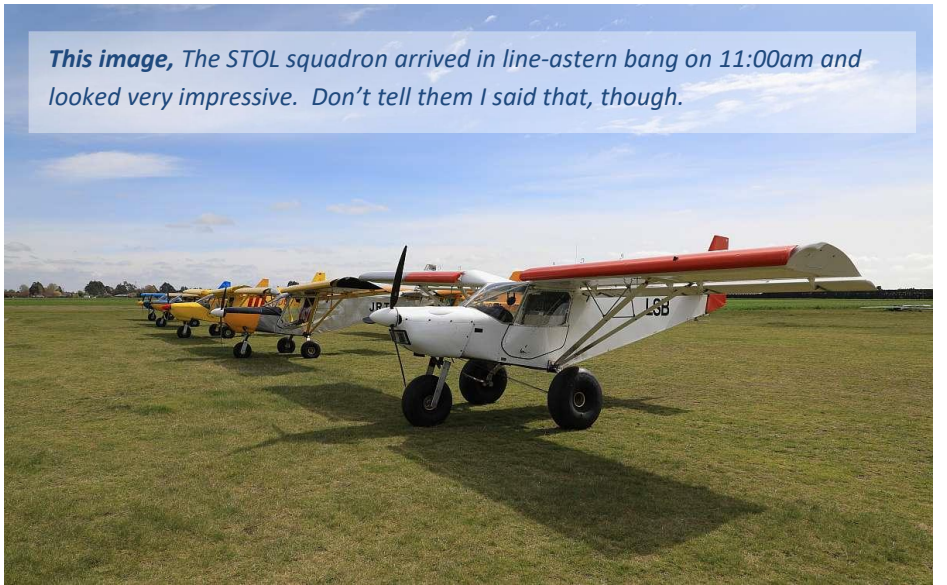
Thanks to Club Captain **Benjamin Dodd** for the great event! ✈️





Below, top Row: some of the aircraft arrayed; view from the Control Tower; The Dyer family's Rans S6 ZK-MLD
Centre, Kermit always attracts onlookers, lovely Rans S6 ZK-CCL, and Alpi 300's of Ross Marfell and David Leefe
Lower row, Timaru-based Alpi Sierra ZK-MVS with Roy and Deane's Tecnam P-92; the low wing section, and the Calibri Autogyro beside the huddled Trike squadron.





This image, The STOL squadron arrived in line-astern bang on 11:00am and looked very impressive. Don't tell them I said that, though.



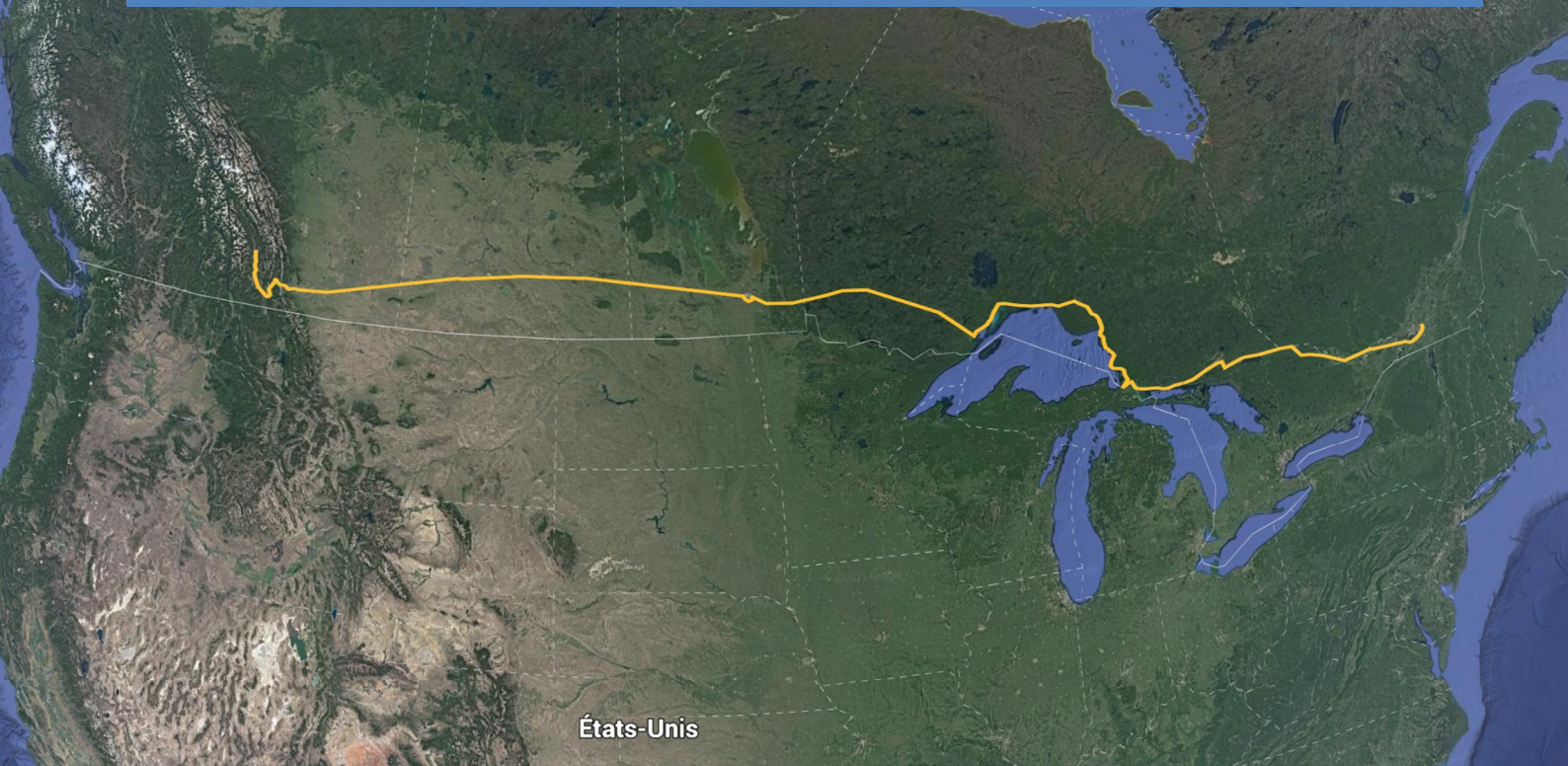
Above, Scott James's Zenith 601; Zenith 701 ZK-JRT looks better every time I see it; Savannah ZK-SOX, Buzz Harvey's 701 ZK-ZUB; President Doug Anderson conspires with Brendon Marshall (Inset below, Club Tecnam ZK-RGC arrives for a cuppa)



Baie d'Hudson

CT ACROSS CANADA...A SMOKY RIDE

JACQUES GAGNÉ



Distance ?

3 711 km ▾

Last week I was asked to ferry a CTSW from British Columbia (BC) to Montreal. The new owner, Patrick, a low time UL pilot, wanted a CT NOW, and there is one for sale... 2300 miles away!

Weather forecast was good for the week but western Canada was hit by a heat wave, which made the grounds VERY dry and caused many forest fires in BC and Northern Ontario, our planned route... as long as we could get out of the mountains, we should be OK.

This 2006 edition is equipped with 'usual' dual Dynon but has also a constant speed Kaspar propeller and 3-axis autopilot. I have flown with Dynons before, but it's my first time with a CS prop and AP (which we didn't use). My 2005 CT has nothing of these 'gadgets'. I wanted it light.

So, we left from YUL (Montreal) on Saturday morning, and arrived at Cranbrook, BC in the PM where Heinz and Margot picked us up and drove to Fairmont Hot Springs airport where they live. That's in the Rockies... but we didn't see much of the mountains, as the area was surrounded by forest fires and the hour drive north gave us an idea of the terrain to fly back south the next morning.

It was 30°C + and visibility was... low... to say the least. The rest of the day was spent to visit the plane and get acquainted with the various systems. All paperwork done and Patrick went to bed, now a new member of the CT flier's community.

We took off Sunday morning with no wind, but visibility marginal... sideways and a bit less ahead. Fairmont Hot Springs is located in the Columbia Valley in the Canadian Rockies between the Purcell and Rocky Mountains. I was glad



... but at least we were over the prairies for the rest of the day so we could fly safely low level... as visibility was getting worst at altitude...

I got some experience in "valley flying" in New Zealand. (Thanks: John, Roy, Greg & Jacques #1). There is a VFR route on the VNC map, so, we kept the plane over the dotted line in the GPS and 2 hours later, we were in Lethbridge, Alberta, where the visibility had improved a little but at least we were over the prairies for the rest of the day so we could fly safely low level... as visibility was getting worst at altitude.

We relaxed in Lethbridge, cleaned the windshield, cowl and wings of the zillion bugs and took off for Swift Current, SK, for a planned fuel stop. Then, we realized that we should have left with a prepared lunch in the morning... lunch was now our new 'mission'...

We landed in Moose Jaw municipal to find nothing but 4 bags of chips which didn't last very long. There was nobody at the airport, located way out of town. We kept going east, visibility was getting better, and found a grass strip adjacent to the small town of Grenfell, SK.

Ten minutes walking from the field and we were sitting in a restaurant with a decent meal... it was really time for me... oof! The next flight was for 3.2 hours and we landed at Lyncrest airfield, just outside of Winnipeg. A very nice (gorgeous) Bell 47 helicopter had just landed few minutes before us, and Scott, the pilot, gladly gave us a ride (by car) to the nearest motel.

That was it for the 1st day, about 950 miles in 7.8 hours as planned... ALL GOOD... almost... as after removing the cowlings, we discovered some oil 'trail' under the belly and we had the voltmeter reading only 13.2 volt since the start... well... something to look at once back home...

...but we didn't have to wait that long...

Lyncrest is a "recreational aviation" airfield and is home of the Springfield Flying Club. They have a nice club house and the next morning, a couple of members were there to help with the fuel. After refueling with Mogas, and a thorough inspection of the plane, we headed east for Kenora, Dryden and Thunder Bay, our next stop for fuel and food. Halfway, as our route was going south, the air was getting smoky again because Northern Ontario was also affected by numerous forest fires. We went back to IFR mode (I Follow Roads) and made it to Thunder Bay where we got a ride for the lunch and refuelled with Avgas. Next target, Sault-Ste-Marie, following the Lake Superior northeast shore all the way as visibility was very very very ordinary.

About an hour later, and an hour before Wawa, the voltmeter started to indicate a lower voltage. 13.2...13...12....11. 9.9 is the last # we saw before everything went black.



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No Dynons, no radio, xponder or intercom... Patrick's Garmin 796 switched to battery power....and flying with the dial airspeed and altimeter...with rugged terrain below and not much of horizon ahead, side and below visibility were so so... but ok for now. We made it to Wawa, NORDO, with a dead battery ... found a motel ... and it was beer o'clock!

Now what's next Jacques? Patrick's asking me: do you know anybody in Wawa...? Well, guess what... about a month ago, a guy on my field sold his 912 equipped Murphy Rebel to a guy from...Wawa! I called the seller, who gave me the new owner's phone # ...left a message and we went to bed with all kinds of scenarios in our heads.

6 am next morning, who's knocking at our door...? The Rebel owner (Patrick as well) coming back from his night shift at the mine. He went to pick up his F250 and some tools and we headed to the airport, grabbing a coffee at the motel. We did some tests to conclude that we needed another voltage regulator and why not another battery if we could find one. We drove to his place, removed the regulator from the Rebel, managed to get a battery that fitted the case (using some MacGyver tricks) and we were good to go by noon.... Voltage meter now showing...13.2 same as from the start...hum...??? So, we closed as many breakers as we could; (Lights & Autopilot).

As we made it en route, the CS propeller was stuck to fine pitch, riding low and slow, IFR again, we reached Sault-Ste-

Marie where visibility had improved a little but was very still hazy. Landing just before us, a C172 en route for North Bay (our next destination) and was coming back to file an IFR flight plan as VFR was not possible. Well...not looking good Patrick... let's think about it. We had bought our lunch before leaving Wawa, and an hour or so later, we decided to give it a try. Meantime, we learned from the seller that the CS prop system was using the autopilot breaker. Ah ah! This was the source of the prop...blem. The terrain now was much friendlier, and we could fly safely at low altitude (still IFRoad). The visibility kept getting better and from Sudbury to North Bay, it was very nice. North Bay has a 10,004' runway, we thought it could be busy, but not. No COM on the frequency for the ½ hour before arrival. I think I woke up the controller.

The voltage had stayed at 13.2 and the next morning, it was a smooth ride over fog banks covering the forest below. Petawawa military gave us permission to cross a CYR zone but away of CYR511, so we divert a little and made it to Gatineau, Québec and from now, COM were in français... A little rest, a good check under the hood and we're ready for the last stretch to Beloeil airport CSB3 where Flight Design C-IZZI is now based. There are now 4 CTs in Québec, of the 21 in Canada.

About 2300 miles and 20 hours flight later, we put C-IZZI in his new hangar, I drove Patrick home, we had a good lunch and I drove the 2 hours back home (CST7) with good memories and a voltage problem to solve. 🇫🇷



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P-40E NZ3009/ZK-RMH at Classic Fighters Omaka
2015. RMH commemorates Ray and Mark Hannah.
© 2021 Brian Greenwood



CLASSIC FIGHTERS OMAKA ALBUM

BRIAN GREENWOOD

Although this year's Classic Fighters Omaka airshow sadly had to be cancelled due to Covid restrictions across New Zealand, I want to pay tribute to this awesome event and homage to the organisers and participants over the years. It's my way of saying "Thanks for the enjoyment" and expressing our hope that it bounces back for 2023.

Some of these photos have been published before, please ask for your money back if that upsets you!

From the start, Classic Fighters has prided itself on the World War One content, but the Second World War and Modern era-content have simply been superb.

Who can forget such sights as the massed Fokker Dr.1 displays, various Sopwiths, three Spitfires in formation, a nine-ship Yak 52 loop (was that the largest civilian formation loop in NZ?), the Roaring Forties, the Bleriot, DH Venom, Strikemasters, exploding V2s, a **flying** V1, the Anson debut, at least three P-40's that I can think of, the Corsair (with the redoubtable Keith Skilling at helm), Caribous, C-130's, P-3K's, EH-101's, Iroquois, L-29's... and witches on broomsticks. I think I need a cup of tea and a wee lie down just thinking about it!

The airshow soon became a way of funding the Omaka Aviation Heritage Centre, although all of those aircraft must cost a fortune to run.

The OAHC started with a "Knights of the Sky" World War One section and has been extended in the last couple of years for the "Dangerous Skies" World War Two display.

Below, a view which would make Biggles spill his tea (and give Algy and Ginger nightmares); 7 Fokker Dr.1 Triplane Replicas and a Fokker D.7 Replica of The Vintage Aviator





Above and Right, I can't get me enough of that Camel! Here it is tangling with a Triplane in the colours of der rote Kampfflieger.





This page, clockwise from top left: The Camel and an Albatros in 'Edelwiess' markings; the TVAL-built and NZ Warbirds-owned B.E.2 replica; the NZ Warbirds-owned Bristol Scout Replica; ditto; Kermit Weeks in the Sopwith Snipe (Postwar) replica, and the Chariots of Fire collection's Sopwith Pup Replica.

Below, Bill Reid's Avro Anson I, NZ Warbirds' C-47, and Air Chathams' DC-3 Skymaster.





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This page, from top left: The Chariots of Fire Fighter Collection's FW-190, who can forget the amazing dual display by the P-40E and Corsair, Yak-3 "Full Noise", the Anson shows its bomber credentials, Arthur Dovey's Yak 3, A DHC Beaver in Fieldair colour; Keith Skilling in the Corsair performing a sunset "Skilling pass"!, The Spitfire XIV, and the DH Venom.

The RNZAF participation deserves an entire album to itself and may feature in a future magazine.



WARBIRDS OVER WANAKA 2022 ANNOUNCEMENTS

The announcements from the Warbirds over Wanaka team have been exciting! Accommodation in the area is filling up quickly so I'd recommend getting in soon. If you're a little flush at the moment, the better passes (Silver, Gold, and Titanium) make for a much-upgraded experience, too.

Amongst the confirmed participants are T-28 Trojans, Yak 3M "Full Noise", L-39 jets, Yak 3U "Steadfast", the Catalina, the ex-Royal Saudi Air Force BAC Strikemaster, and DH Vampires - plus JET RACES!

I expect there'll be more announcements as Easter 2022 draws closer, but there's enough there to keep me happy! Next year also marks the 85th Anniversary

of the RNZAF, who will be using the event to celebrate this.

Like many large event-based organisations, I'm sure our air show teams are doing it hard under Covid. Let's support them in whatever way we can to ensure they all have a future.



CELEBRATING OUR SUCCESSES

*Right, club member **Charles Milne** soloed back on May 21st, under **Dave Mitchell's** instruction.*



*Left, ATC member **Blake McCurry** soloed under **Colin McDonald's** tutelage on June 23rd.*

*Right, **Wayne Genet** soloed on September 11th, thanks to **Doug Anderson**.*



*Left, **Hamish McGregor** passed his Advanced National Flight test on September 2nd, under **Colin McDonald's** instruction.*

*Right, **Tate Jiang** celebrated his first solo on August 10th, under **Colin McDonald**.*

Congratulations to all of you, for your hard work and perseverance!



RECENT NEWS

✈ The RNZAF have retired their first P-3K2 Orion, NZ4203, on September 24th. Incredibly, this aircraft has been in service for 55 years and amassed over 27,000 flying hours! This aircraft will be dismantled at Woodbourne, but NZ4201 is earmarked for the RNZAF Museum at Wigram. Let's hope they preserve one of these wonderful aircraft in the North Island too.

The six P-3s are due to be replaced by 4 P-8A Poseidons in 2022.

✈ Air Chathams have retired their last Convair 580 on September 17th. Two previous 580s ended service in October 2020 and April 2021 respectively. Currently their fleet consists of an ATR-72, 3 Metroliners, 3 Saab 340s, 1 Cessna 206 and a DC-3.

✈ In late June the New Zealand CAA approved the Boeing 737-Max to return to Kiwi skies, allowing two of Fiji Airways five 737 Max 8 to be used for scheduled flights into New Zealand.

CLUB BBQ

BENJAMIN DODD, CLUB CAPTAIN

✈ A club BBQ is being organized for the 16th of October 2021 at 11:00 am.

It will be a great start to the summer with lunch, drinks and interactions with fellow aviators.

We encourage you to bring your family and friends along to introduce them to the world of aviation. It will be a great opportunity for them to see the club, meet the people and, weather permitting, and even go for a fly. Potentially they may get inspired, join the club and learn to fly.

The BBQ is \$5 per person. You can pay cash or pay into your club account. Please bring your own drinks. There will be soft drinks available for sale.

So, come along and kick start this summer with aeroplanes and friends. It would be amazing to see maximum participation.

JOL UPDATES

BRIAN GREENWOOD

✈ A few club members have kindly asked how dear old JOL's repairs are going, so here's a few photos of her progress at Rangitata Island.

Below left: The rear fuselage used to have a gaping hole, so this structure is a sight for sore eyes!

Below centre: front forward fuselage (normally behind the firewall) gets some new tubing

Below right: Repaired wing structure



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CLUB - BBQ

Where - CRAC club

When - 16th October 2021

Time - 1100 A.M

Menu - Meat & Salads

Drive - In or Fly - In or Walk - In .

Bring your friends and family.

Drinks BYO. \$5 per person.



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COMMITTEE NOTES AUGUST-SEPTEMBER 2021

- Padi Nistila presented a proposed schedule of social events which was taken up for discussion by the newly-formed Social Sub-Committee.
- New Tecnam, RGB, expected October/November this year – Covid and International Shipping allowing!
- RGA had 300 hr service, and has had its instruments modified to match RGC. RGA had an exhaust modification, propeller repitched, and tailplane bushes replaced.
- Clubhouse fencing and paving extended
- ADSB instructions to be placed in RGA and RGC
- Newly proposed WDC hangar leases examined.
- CRAC proposed to RAAZ and SAC that the requirement for Solo hours for a Microlight Certificate be reduced to match PPL requirements
- Chris Pennell is trialling a new type of grass cover on the airfield near the CRAC carpark. The area has been marked with bollards or road cones, and we ask that everyone stays off this area. It would be fantastic if we could find a suitable type of grass to cover our nutrient-poor airfield, let's give this trial every chance of succeeding.
- CRAC documents – Emergency Response Plan and Safety Management System – have been updated and are available in the clubhouse and online.
- Hangar Fire Extinguishers to be replaced with more suitable type (BE) when expired.
- Clubhouse Security Cameras upgraded
- CRAC has contacted Te Manatū Waka Ministry of Transport regarding the double-tax of fuel road user charges and Landing Fees.
- Voucher system changed as there has been a lack of information supplied on redemption.
- Club Open Day scheduled for every second year.



**CANTERBURY
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WHATSAPP

CRAC Drop Of The Hat
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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

16th October -CRAC BBQ at the CRAC House. See
advert

The new Social sub-committee will be organizing
frequent events, please read the club e-mails
(CRAC Rap)

15th to 17th April 2022 – Warbirds Over Wanaka
International Airshow

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
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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 approved by the committee.*

NEW MEMBERS

Welcome aboard to:

Stephen Dyer

Paul Davis

Alan Foreman

Please make our new friends feel
welcome.

CONGRATULATIONS

Max Robertson, Adv National

Michelle Polglase, Adv National

Benjamin Dodd, Snr Flt Instructor

Susan Gaiger, Adv Local

Bruce Magee, Adv National

Carl Davidson, Adv National

Brent Robertson, Adv Local

David Mainwaring, Adv National

Jordan Van Der Lem, Snr Flt Instr.

Well done, team!

Thanks to RAANZ RecPilot Magazine for
the information.

NEXT NEWSLETTER

**Contributions for the next edition
are requested, publishing deadline
November 17th, 2021 (“ish”).Next
publishing date approx. December 1st,
2020**

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

WARBIRDS OVER WANAKA®



INTERNATIONAL AIRSHOW 2022



EASTER 2022

FRI 15 - SAT 16 - SUN 17 APRIL

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