

RecWings

The Magazine of the Canterbury Recreational Aircraft Club

- Oxford Fly-in
- Radar Centre Visit
- Airspace changes
- NI Circumnavigation Part 2



November 2016

Lost your interest? Join the club...

Brian Greenwood

It happens to us all from time to time – our enthusiasm for any given task, project, or hobby can wane. Never fear, there’s always a possibility of a damned good waxing* around the corner.

The subject came up when I was talking to a friend about his flying training. In his case he was just as enthusiastic as ever, but real life was interfering with his flying training. This happens, despite the “best practice” rule of at least one or two hours every week. Sometimes we just can’t do it – don’t feel guilty, life’s all about swings and roundabouts.

It also happens during training that we can lose our enthusiasm for it. It actually takes quite an effort to get through the whole syllabus of training, given the ups and downs of attaining new skills, let alone the financial and social strains it can impose. Again, don’t feel bad about it, this is all part of the rich tapestry of life. If you have a real passion for aviation (who doesn’t?) then you will get your mojo back.

If you are in the doldrums, I have a few suggestions. Pop along to the club and spend some time socialising, or better still join the WhatsApp “CRAC Revolution” or “CRAC Drop of the Hat” group and make contacts. The best thing to do is come along for a ride with one of us. There’s often spare seats going and some of us are always happy to have some company. That’s a nice, low pressure, way of doing some aviating. Most of us are as motivated by the view out the window (or bugs between your teeth, for trike pilots) as much as the joy of controlling one of these machines.

In a similar vein, I lost my mojo for the magazine. It’s been a big year with a change of house and, more recently, a change of jobs. Concentrating on the new environment, learning new skills (and remembering a heap of new faces and names!) took my focus for quite a long time. Strangely it was the fun of the Oxford Fly-in and wanting to share

my enthusiasm that rekindled my interest in RecWings. Mojo – it’s all about swings and roundabouts!

* As in waxing and waning – not the painful type so favoured by reality TV.

*Cover, Mike Sheffield’s very pretty Pober Pathfinder-Pixie-is-not-right at the Oxford strip.
Photo Brian Greenwood*

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CRAC Oxford Fly-in and Shoot-em-up Brian Greenwood

On October 30th Dave and Ngaire McPherson hosted fellow CRAC members at the CRAC Shack on the Oxford Strip. Over a dozen aircraft flew in and quite a few members drove to the venue as well.

The Fly-in and BBQ was timed to match the Oxford Country Fair and a Clay Pigeon shoot to give the

members and partners a couple of entertainment options. Apparently quite a few members tried their hand at shooting, I departed just before the event was due to start. I'm pleased to report that they were late starting, I could find no extra metal-worm holes in the aircraft when I got back to Rangiora.

The backdrop of the snow-capped Southern Alps was beautiful, especially the way it contrasted with the bright green spring growth. It was the first time I had flown in to Oxford, and I appreciated landing on the westerly runway so that I didn't have to dodge the trees on short finals! I think I will book some dual and practice curved approaches – this will be especially handy if I win the lotto and have to go down the whole Harvard/Spitfire route. That plan's not working out well, by the way.



Above, Dave McPherson tends to the BBQ, his wife Ngaire managed to avoid my camera!



Left, some of the aircraft sheltering in the shade, with club stalwart Ross Marfell's Alpi 300 nearest.

All-in-all it was an excellent and very enjoyable day. I wandered around taking photos and had to leave early – meaning I didn't get time to chat to everybody I wanted too. There's some really cool people in our club doing some really cool stuff! Food was great too – thank you Dave and Ngaire for organising this and looking after the strip.



Left, see what I mean about the scenery? Snow capped mountains, aeroplanes, all on a warm day. With sausages – what more could a man want? Right, Doug Anderson and Wayne Wilson discuss something serious, while Graeme Main ponders the next Hamburger (sorry Graeme!)





Left, Chris Anderson on finals with an Emirates 777 possibly joining overhead?

Below, nothing side slips like a Zenair 701, Chris in ZK-TIA shows how it is done.



Below, Richard Mason arrives in the Grey Ghost, ZK-AMC



Below, enough of the 701's! Tim Gould's ZK-SLO, not sure who was flying.



Left, the lovely Budgie belonging to Duncan Fraser drops in. By this time a slight cross wind had picked up and Duncan demonstrates this perfectly.

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*Left, Trike arrival, I didn't take notes sorry!
Below, David Leefe's Apli 300.
Below left, Kermit and JOL*



*Below, Roy Waddingham departs in his and Deane's Tecnam PAB
Bottom photo, yours truly departs in JOL
(Photo courtesy of Kevin Dore)*



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Christchurch Radar Centre visit

Brian Greenwood

Thanks to the kindness of Rodger Ward (RAANZ President and CRAC member) and the generosity of his bosses there was an opportunity for a small number of CRAC members to have a look around the Christchurch Radar Centre on November the 1st.

Your editor was one of the few lucky enough to



get accepted (I can't help it if I was *very* quick to answer that e-mail!).

The Christchurch Radar Centre is run by the Airways Corporation and controls all of New Zealand. They do have a DR site (Tech speak for Disaster Recovery, meaning a backup site) in Auckland.

Like a lot of aviation-related organisations, they value security but also openness and honesty. I was advised that some photos were allowed but not video. I wonder if that's

FOR SALE *POBER PATHFINDER \$18,000 ONO*

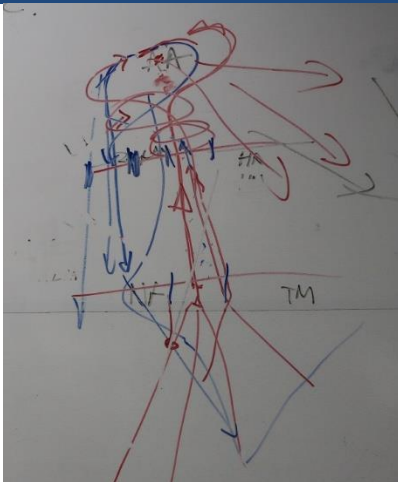


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because of the law prohibiting the recording of an aviation radio call in New Zealand. I was happy to comply, of course.

First up was a whiteboard session where Rodger showed us the coverage and uses of the Primary and Secondary Radar, and the different Traffic areas of New Zealand. He then mapped the traffic flows in and out



of Auckland, which is the picture on the left. I think I will stay well clear of Auckland! It actually made sense at the time and (amazingly) some of it still

does. Somehow it fails to show about ten CRAC flyers weathered in at Raglan though.

After the briefing Rodger split us into two groups and took us one group at a time through the Radar Centre

itself.

The large room is split into areas for the various Regions'



controllers. When we visited it was a comparatively quiet period so there were quite a few empty stations. Inevitably the question was asked – how much tolerance is there on incursion into

controlled airspace? The answer was logical and equally inevitable – a little, but please don't!



Rodger showed us a plot on screen which represented an aircraft coming in to Christchurch from Australia. Its position was assumed based on its flight plan. When it got into radar range it updated with its actual position which was surprisingly close.

All-in-all it was a very interesting visit and gave us an insight into the working environment of the people who

look after us in transit, maintaining separation and keeping us and the travelling public safe.

It was a fascinating evening and one very appreciated by all. If you get a chance to go on one of these visits I highly recommend it! A HUGE 'Thank YOU' to Rodger and the staff and management of the Airways Corporation Radar Centre for hosting us.

Air Chathams DC-3 ZK-AWP "Powhaitere" at full noise during this year's Warbirds Over Wanaka. This DC-3 is the last remaining flying ex-RNZAF C-47 (in piston engine form, anyway), and the last flying example of the NAC "Skymaster" conversions. © 2016 Brian Greenwood



BUY SELL SWAP

For Sale **New Club Jacket with new Logo.** Reversible with red interior. Zip left sleeve pocket. XL. Worn twice in fashion parades. Too big for me. \$80. Paid \$100. Wayne Wilson – 022 342 8572



For Sale **Sennheiser ANR GA Headset, HD 4E0 250** \$395 - This beautiful unit seems to get overwhelmed by the noise of my two stroke Rotax but works well in GA aircraft – I presume it would work fine in a four stroke. I would be happy for any club member to try before they buy, of course. Also listed on Trademe. Brian Greenwood – brian@brians-place.com



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November Committee Meeting Notes

Please check the full minutes for the official version, as always!

- Some discussion regarding Young Eagles and Flying NZ Involvement
- RGB temperature gauge still in progress
- Concluded more economic to buy a new engine and sell old one when the time comes to overhaul
- \$23K pledged to pay for fuel system (95 Octane on the field) , still a work in progress
- Bank Bal \$49.5K, \$20K to be put aside for engine replacement when necessary
- Special thanks to Dave McPherson for the excellent Oxford fly-in and BBQ.
- Christmas event December 4th at the Club - \$30 per head in the #2 Hangar
- RAAZ Manuals incomplete and being worked on
- Chris wants the spats back on the plane (Ed: which one wasn't in the minutes!)
- Hangar requires cleaning – to be organised by the Instructors
- Fuel samples **not** to be tipped on to the grass, must use gravel or concrete. Use a little common sense...
- Someone's still using the canteen and not paying for food. We're after YOU!
- No safety issues reported
- ATC to do working bee to clean clubhouse, bury hose for hangar water supply, clean aircraft, and some planting. CRAC will pay them for the work.
- Club AIP is up to date.
- APP night well attended, another one planned with more instructor involvement
- Comment received on how friendly the CRAC clubrooms were
- Tower visit went well.
- Club room roof needs repairing, along with a few other items – Deane to organise.
- RAAZ national fly in hosted by CRAC, camping at the Oxford Strip/
- RAAZ AGM Nov 26th. Some discussion on the RAAZ rule changes, committee voted to support.

Significant airspace and frequency changes this month - Nov 10th 2016

Glenn Martin

All Members please note that there are major changes to the airspace, and frequencies across the country being implemented on 10 November (Officially at: 1611100000 NZDT (1611091100 UTC). These include Common frequency zones, General aviation areas, and control boundaries. There does not appear to be anything too critical for Rangiora and Canterbury.



The VPC and VNC charts under the planning table and the Club paper AIP have been updated.

For those of you using paper charts and AIP you should update these.

- Many Mandatory Broadcast zones (MBZ's) across the country have been disestablished and replaced.
- Boundaries of control zones amended.
- VFR Transit lanes now have new boundaries and associated code changes.
- New Common Frequency Zones (CFZ) have been established.
- General Aviation Areas amended.

For those of you using an APP, that is an Airways approved, all you will need to do is update on the 10th. If your APP is an unapproved one now might be a good time to try the free trial - <http://www.avplan-efb.com/#trial>



North Island Circumnavigation - Part 2

Dave Mitchell (+1 of the 7!)

As reported last month I was one of the 7 aircraft on "The Great North Island Circumnavigation". What a fabulous trip that was - and I didn't mind being weathered in at Raglan either. There was always something else to explore there. The big thing for me was that I discovered beaches and how to read the sand for a safe arrival. Of the 7, I was always last as I'd find another beach that I just had to land on. Don't think I held them up though as they would get on with it knowing I'd turn up eventually.

One issue I discovered early on was that there was no cellphone coverage from these beaches. On "adventures" with a group like this in future, I am inclined to think a SAT phone is the answer. That way, when separated from the group, I can report in to the group as to my whereabouts - and my status - hopefully still in one piece !!



Heading Photo: At The Bluff, 1/3 way down 90 Mile beach

Clockwise from top: Typical view of 90 Mile beach || With Willie Morton and his Foxbat, ½ way up Great Exhibition Bay – first lesson in Beach Landings || Aircraft Group below Scott Point, beginning of 90 Mile Beach at the Kauaeaparoa Stream || On Beach below Tirua Piont below Iron Sands || Near OhauPoint, top of Great Exhibition bay



Modellers Corner – Airfix 1/48 Lightning/Aeroclub T5 Conversion

Brian Greenwood

Airfix introduced their 1/48 Lightning series in 1997 to much acclaim. Although model standards have risen considerably since then these kits still stack up extremely well in terms of accuracy and restrained surface detail. Fit is generally very good too, with only minor issues around the cannon inserts and airbrakes – you just have to do a little “modelling” in these areas. The two kits covered the F1/F1a/F2, F3, and the F2A/F6/F53.

Shortly after the kit was released, short-run manufacturer Aeroclub released a conversion kit for the T4/T5 to be used with the F1/F1a/F3 kit. By combining it with the later F2A/F6 kit, the Saudi and Kuwait T55 could also be modelled. Your editor bought a small selection of these kits (remember I didn't have an aeroplane in those days!) including the Aeroclub conversion. I finished the F1 in 2005 and started the T5 shortly after. It's taken a while - I finished it yesterday. I say finished, there are still a couple of minor aerials to go!





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The first step is to chop the front off the Airfix fuselage and then prepare the Aeroclub assembly. The short-run Aeroclub parts cleaned up nicely, although the cockpit parts weren't super-detailed. The structural parts are in resin and the details such as the ejection seats are cast in white metal.



Talking of Ejection Seats, the white metal ones were a bit basic and I was lucky



enough to get two Quickboost resin replacements on Trademe last December. You can see how much better they are compared to the original Aeroclub one, **left**.

Getting the fuselage is together was just a matter of fettling the joins a bit, the rest of the kit goes together beautifully.

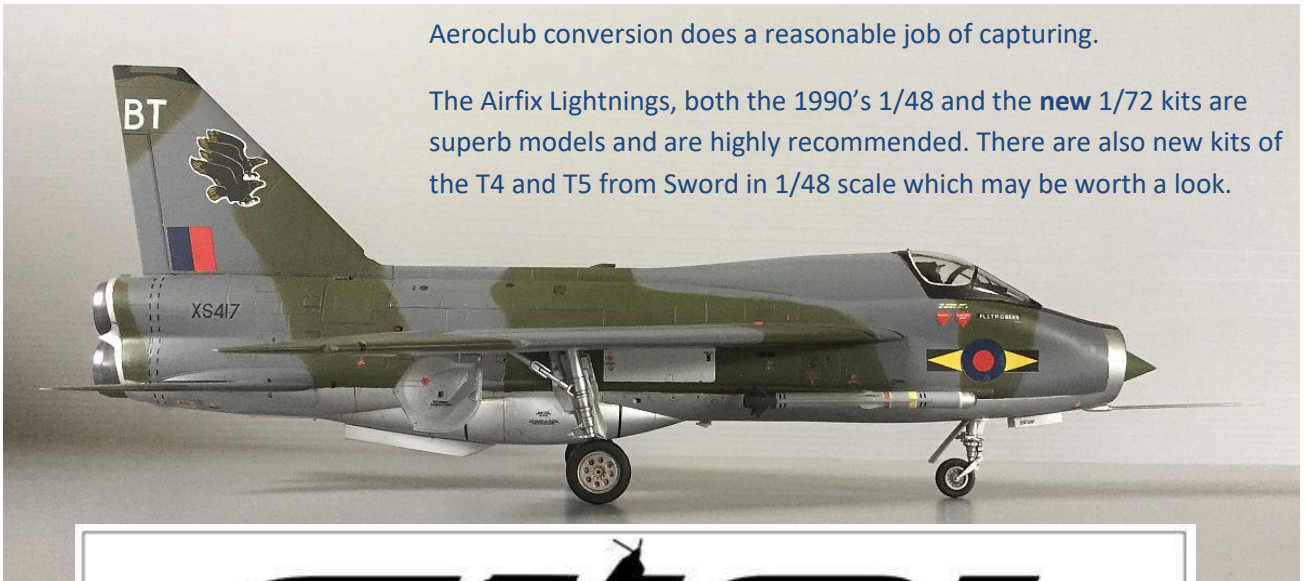
Post-war RAF Dark Green proved harder than I expected to find. My Humbrol Acrylic Matt 163 that I bought from the LMS was as hard as concrete! In the end I bought some enamel and then mixed up a Vallejo Acrylic to match.



The twin-tub Lightnings have a very attractive and complex canopy and windscreen shape which the

Aeroclub conversion does a reasonable job of capturing.

The Airfix Lightnings, both the 1990's 1/48 and the **new** 1/72 kits are superb models and are highly recommended. There are also new kits of the T4 and T5 from Sword in 1/48 scale which may be worth a look.



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*Below left, photo from **Martin W. Bowman's** excellent book "Lightning Strikes" for illustrative purposes.*



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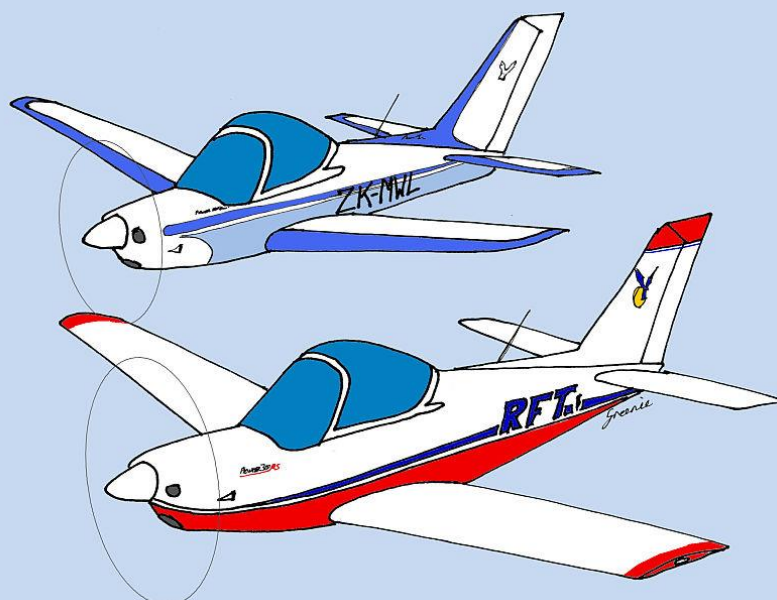
Wayne's Southern Sojourn

Intrepid adventurer Wayne Lindebaum is spending some time on the ice – literally.

He's taken a summer position at Scott Base in the Antarctic – and posting some awesome photos to facebook.

I'm looking forward to a catch-up after this one!





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WhatsApp

[CRAC Drop Of The Hat](#)

[CRAC Revolutionary](#) (for chat)

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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

10th November – update your maps and
Apps! Significant airspace and frequency
changes

12th November – Nav Lecture and exam at
the Clubhouse, 0900. Please text/phone
Gert 022 310 2207

30th November – Flying Enthusiasts meet
Up at Baretta, Rangiora, 6:00pm

4th December CRAC Christmas do at the
club.

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

Contributions and Attributions

A heart-felt 'Thank you!' to the following
contributors: **Dave Mitchell, Glenn Martin,
Kevin Dore, Rodger Ward**. Thank you to
Scott for doing the weekly e-mails on top of
the treasurer work.

Unless otherwise noted, all images in this
magazine **copyright 2016 Brian Greenwood**

New Members

Welcome aboard to:

Roger Palmer

Please make our new friends
welcome.

Congratulations

Douglas Pilbrow, Adv National

Next Newsletter

Contributions requested, publishing
deadline 7th December 2016. ("ish")

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

Cool Links

NZ Civil Aircraft
nzcivair.blogspot.co.nz

NZ Aviation forums
rnzaf.proboards.com

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