

REC WINGS

THE MAGAZINE OF THE CANTERBURY RECREATIONAL AIRCRAFT CLUB



- CLUB PRECISION LANDING COMPETITION
- YEALANDS CLASSIC FIGHTERS OMAKA
- COMMITTEE 2019-2020

MAY-JUNE 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 **July 11th**. We invite contributions from all, with editorial discretion being final.

Brian Greenwood
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*Cover, an RAAF F/A-18 performs at Yealands Classic Fighters Omaka
© 2019 Brian Greenwood*

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RECWINGS**

CLUB PRECISION LANDING COMPETITION

BRIAN GREENWOOD

On Saturday, March 23rd, a large number of club members and aircraft assembled at Rangiora Airfield for the club Precision Landing Competition. Organised by expert **Steve Noad** and club captain **Nick Hitchins**, the competition attracted around 2 dozen pilots, some of whom flew the club aircraft through a special rate for the event.

The purpose of the event was to get our pilots used to a low stress competitive event that taught useful airmanship (airpersonship?!) skills, and have a fun social event as well. Several Instructors made their time available to allow pilots of all stages of training to participate.

Steve and Nick held a safety and instruction briefing at the crack of 9:30, followed by a couple of practice approaches and landings per pilot. The day had dawned overcast and the lighting was pretty poor for photography at times. There were gusty winds forecast for later in the day, and they eventuated well after the competition had ended – most of the time there was little to no wind at all.

I watched most of the event through a viewfinder and missed some of the more accurate arrivals, but I saw enough to learn that it is surprisingly difficult!



Right, a few of the pilots wander over to inspect the grid

Below, contestant's aircraft lined up outside the CRAC House.



Right, Paul Godfrey in his Kitfox ZK-JFA

Below, Mike Sheffield in Pober Pixie Pathfinder ZK-PXI.



Above, Savannah ZK-DJB with John McCaul at the helm, and *(left)* Mike Godfrey in Kitfox ZK-KIV.



Tony Den Haan drops in on the line in his Savannah



Left, first equal was shared between Jerry Philip in his Aeroprakt **and** Hamish Crowe in his Zenair CH-701 ZK-SLO (*Below*)



Above, Quite a few members used the club special deal to hire the club planes.

Right, Glenn Martin in his Sting TL 2000 ZK-MTN



Above, Roy Waddingham skips over the fence in Tecnam PAB

Left, Steve Noad stands in judgement



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Top 4 images clockwise from top left, RGA; Clubhouse spectators; Jabiru ZK-WEN dropped in but I didn't catch the pilot's name; nor the trike pilot!
Lower 4 images clockwise from top left, Mike Glen's Savannah MHG; John McCaul in the lovely Tecnam JTB; Vanessa Martin in MYN; and Kevin Drain in ZK-SUA.
Left, Iain Blyth in CCB.

YEALANDS CLASSIC FIGHTERS OMAKA

BRIAN GREENWOOD

This year's Yealands Classic Fighters promised to be a good one, with attendances by the RAAF F/A-18 Hornets, three new World War One aircraft (B.E.2, Bristol Scout, Nieuport 17, and the return of the FW-190. What more could an AvNut© ask for?

Good Weather would be one thing! Luckily, the predicted bad weather stayed away until after lunch on the last day. There were definitely two and a half fine days to get some great photos and enjoy the show.



This year's theme was "Women in Aviation" and featured some remarkable stories and characters. One of the persons honoured was the Kiwi aerobatic pilot Pam Collings, who was a major influence on my own aviation aspirations.

There will be more cover of this theme and some of the ground action in the next edition, in the meantime I hope you enjoy this photo essay.



A singular highlight was watching fellow CRAC member **Gert van Kruiningen's** beautiful Bleriot IX replica (*above, and right*) take to the skies and compete in an early air race with a Pietenpol on the Friday. You don't have to know how much hard work that Gert and others have put into this aircraft to appreciate the result. I will write about this in a little more detail for an upcoming RAANZ RecPilot e-zine.



Racing with the Bleriot was this Pietenpol (*below*) which looked perfectly pristine as it pattered by. This aircraft lives in Hope (yes, it is a place near Nelson) and registered to "private owner". Co-incidentally, Evan Belworthy apparently had made the first flights on both the Bleriot and the Pietenpol.



Most of the show revolves around staged set-piece displays, for example air race scenario mentioned above, and another one involving the Beech Staggerwing, Ryan STM, and a Fairchild F24. The image (*below left*) shows these three crossing the start line near the western pylon. Each of these aircraft looked immaculate and are worthy of a special feature each. Cam and Tracey Hawley's Staggerwing featured in RecWings in June 2108.



The World War One scenario included a ground battle re-enactment which featured a German WW1 Tank replica (*right*).



We might not have had the massed flying circuses of previous years but the World War One aircraft this year were all gems. Although the BE2 and Bristol Scout were keenly anticipated, tribute must be paid to the two beautiful Nieuport 17 replicas and the Sopwith Pup replica. The latter has been re-engined with the locally-built CAM Gnome rotary engine. I will feature this aircraft in RecPilot too, suffice to say that the ongoing development of this engine and its installation in the Chariots of Fire Fighter Collection's Pup (*below left and right*) is quite an achievement. To my eye it improves to look of the Pup considerably to have a genuine rotating rotary up front! I wonder what it has done to the flying characteristics – and glad that a junior stick-wiggler like myself doesn't have to find out.



The Nieuports (below) are a very attractive aircraft and were thrown around with great aplomb. Historically they were a successful design, and important as being one the resolutions to the infamous "Fokker Scourge".



As mentioned previously, the Bristol Scout replica was in attendance for the first time in the South Island and it was a real stand-out for me. This wee aircraft is a pre-WW1 design originally intended as a racing aircraft.

They were one of the earliest aircraft to be armed, initially with one or two rifles mounted on the fuselage, angled out to miss the propeller arc. Later these were replaced by a machine gun, but the Scout was mostly obsoleted from front line service prior to the introduction of the synchronised machine gun firing through the propeller arc. Some machine guns were mounted above the prop (as per the two Nieuport 17's), and others had theirs mounted to fire through the propeller arc **without** synchronisation gear!



The famous Lanoe Hawker earned his VC while flying a Bristol Scout. This example (ZK-BTL) is powered by a 102-year-old 80HP Le Rhone radial and is a "Type D" with a larger rudder.

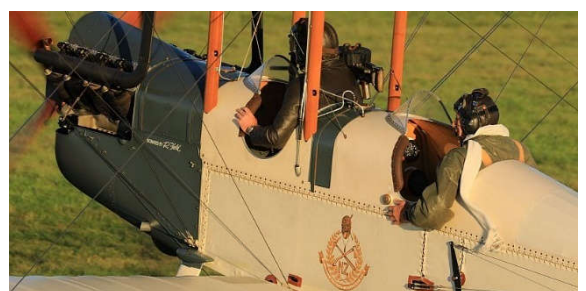


ZK-VCM (*five images below*) is a TVAL-built Royal Aircraft Factory BE-2e1 in the colour of William Rhodes-Moorhouse's BE-2b. Although born in England, William Rhodes-Moorhouse's mother was of New Zealand birth and her mother was a member of Ngāti Ruanui. (TVAL = The Vintage Aviator Limited of Masterton, New Zealand)



Like all TVAL-built aircraft, the finish on this BE-2 is a sight to behold. When the light shines through that CDL finish (Clear Doped Linen) the aircraft lights up like a dragonfly in the sun.

Another fantastic attraction this year was the



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F/A-18 A21-23 of the RAAF doing a low and slow pass at
Yealands Classic Fighters Oka.
© 2019 Brian Greenwood



Brendan Deere's Spitfire IX entertaining the crowds
© 2019 Brian Greenwood

prospect of all three of New Zealand's flyable Spitfires in the air at the same time (*previous page and this page*).



There's not much that can be said about this magnificent trio, just sit back and imagine the sound of these two Merlin engines and a snarling Griffon!

As an aside, our group was trying to figure out if there's any place cheaper in the world than New Zealand to go for a passenger flight in a two-seat Spitfire. Possibly, but we couldn't think of any.

Another pairing I was looking forward to was a Spitfire and the newly returned-to-service FW-190. The air show did not disappoint, the Chariots of Fire Fighter Collection put their FW-190 and Spitfire XIV together for the first time on



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Friday. They were flown by the wife-and-husband team of Liz Needham (Spitfire XIV) and Frank Parker (FW-190).



Frank Parker is obviously quite at home with the FW-190 and threw it around in some impressive loops and rolls, for a warbird!

Needless to say that this is a very special aircraft, it's so pleasing to see it back in the sky – thanks to the owners for persisting and the skilled engineers at JEM Aviation.



It's believed that the Spitfire XIV is the only Griffon-powered Spitfire flying in the Southern Hemisphere.

It's a very graceful and powerful aircraft, and so special to see it flying with the FW-190.

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The P-40-N is a very popular airshow performer and is another aircraft which is flown with gusto! Displayed by Liz Needham, this aircraft is famous for firing blank ammunition at a couple of airshows. It's a wonderful reminder of one of the RNZAF's most used aircraft of World War Two, albeit in an authentic RAAF scheme.

This airframe was used by the RAAF's 75 Squadron when it was based in New Guinea. It was recovered in the 1970's by a Charles Darby expedition and restored in Auckland. You can purchase a ride in this warbird which is configurable as a two-seater. See www.warbird.co.nz.



Other aircraft available to purchase passenger rides in are the North American siblings of the Harvard and the mighty P-51D. The P-51D is displayed by Graham Bethel and can be booked online at www.jetfighter.co.nz.



The Yak 3 belonging to Graeme Frew displayed its prominent race number



“35”, from its competition time in the Reno Air Races. The number, font, and colours are all a tribute to the late Bert Munro. If you haven’t seen “The World’s Fastest Indian”, then you should

This Yak 3 is powered by an Allison engine, and is an attractive aeroplane in a very cool colour scheme. **(Right and below).**



The Roaring Forties aerobatic team made a welcome return in their Harvards. As always it was a very polished display. Perhaps it was my renewed appreciation for the T-6 (see last edition of RecWings) or maybe I’m finally maturing, but I thoroughly enjoyed the Roaring Forties filling the sky with smoke. It’s difficult to portray it in photos, but the hilly surroundings to Omaka create a huge natural amphitheatre, and the aerobatic teams fill this void with drama.

Another Harvard displaying this year was the Ex-South African Air Force 7660, displaying a fresh new paint finish **(Roaring Forties and ZK-XSA, five photos below).**





Bill Reid's lovely Avro Anson I (**above**) displayed many times during the weekend and featured prominently in the visual feast that is the Twilight display on Friday evening.

The Catalina (**below**) was available for passenger rides and also flew during the display. Both aircraft (although having featured many times in this journal) deserve more than a couple of photos and a brief mention. Perhaps an upcoming feature?



Both of New Zealand's current airworthy DC-3's were in attendance, New Zealand Warbird's (**Above and right**) and the Air Chathams ZK-AWB (**below**) with the larger Skyliner windows.

The latter aircraft is a former RNZAF and New Zealand National Airways Corporation (NAC) aircraft. Both aircraft are gorgeous.





The Yak 52 display comprised 9 aircraft which looped in formation (**very impressive, above left**) and then split into five aircraft and four aircraft display teams. This kept aircraft in front of the crowd for the whole display slot. Then they reformed into a group of seven for the final “bomb burst” display with an opposing pair flying past the front (**above right**). Great theatre, and MUCH bigger than Cinemascope!

Below, representing the 1960’s – 70’s RNZAF are the Harvard ZK-ENB and De Havilland Devon.



This colourful Beech 18 (**above**) took part in the Twilight show and did some sort of simulated supply drop. A helicopter marked as “Policia” was involved... apparently the Beech had spent some time in South America.



Above left to right, Gyrocopter in Luftwaffe markings, MXS aerobatic display, Fiesler Fi 103R Reichenberg (manned “V1”), and the truly awesome De Havilland Venom in RNZAF colours (as leased from the RAF).



Graham Orphan’s very pretty Fleet 16b lifts off as part of the display of “Soviet Night Witch” operations by Polikarpov Po 2’s. Sadly, the real Po 2 wasn’t quite finished in time for this airshow but the Fleet is a lovely substitute.

The RNZAF participation this year included the ubiquitous C-130 Hercules (*below* – doing an overshoot after a simulated approach), all three helicopter types currently in service – the A109, Seaspite (actually RNZN), and NH-90 – and the rather sharp Texan II trainer. The RNZAF’s Kiwi Blue parachute display team dropped in, too!



Above,
Kaman SH-3G
Seaspite
Centre,
Kiwi Blue
Top Right
A109
Top Right
lower
NH90
Right
Texan II





And, finally, the sublime RAAF F/A-18's. What can I say? Perhaps **Thank you** would be a good start - to both the RAAF and Yealands Classic Fighters Omaka.

The RAAF F/A-18 pilot was former RNZAF A-4K Skyhawk pilot Wing Commander Jason Easthope. "Easty" threw this large aircraft around as if it was an aerobatic biplane. The low-speed handling was particularly noteworthy.

Next edition I will cover more of the Air Show theme, Women in Aviation, and some of the subjects I have missed (such as the Pitt's Specials) - and further photos, because, well, aeroplanes.

A huge Heart-felt "Thanks" to all of those who participated, the Pilots, Ground Crew, Aircraft Owners, Sponsors, RNZAF and RAAF, Volunteers, and to the airshow Organisers for yet another milestone event.

See you in 2021!



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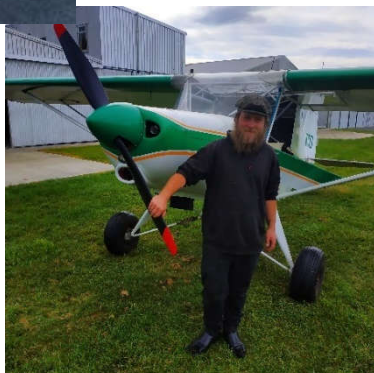


Left, Ash Robinson completed his Advanced National Certificate in April. The Alpi ZK-LPE is his, too!

Photo: Pru Leefe

Right, Liam Wedlake soloed in KTO during April. Contact Mike Small, Terry Salmon, or Dave Mitchell for tailwheel training in 'KTO.

Photo: Terry Salmon



COMMITTEE NOTES MAY 2019

- Committee roles assigned (see last page)
- RGA gearbox issues still an ongoing project, however aircraft running better after carb balancing
- Membership fees now split over 12 months in account system
- Balance of \$110K for RGC to be paid shortly, loan around \$30K
- Aircraft Insurance rates seemed to have doubled this year, additional quotes obtained
- Flying Hours for April, RGA 25, RGB 35
- RGB Exhaust repair completed
- Safety Management System being reviewed, printed copy arranged for club house
- De-humidifiers approved for clubhouse bedrooms
- Iain to continue with CRAC Rap
- Narrow Band Wi-Fi extender being trialled for Hangar 1
- WDC refusing to provide breakdowns on costs associated with Airfield and not budging on price increases. Once existing arrangement lapses standard fees will apply to club members.
- CRAC Open day – 2 November proposed. A Sub Committee suggested to help with work load.

WANTED – COMMUNICATIONS MANAGER

YOUR CLUB

The Committee is considering appointing a Communications person to help advertise the club.

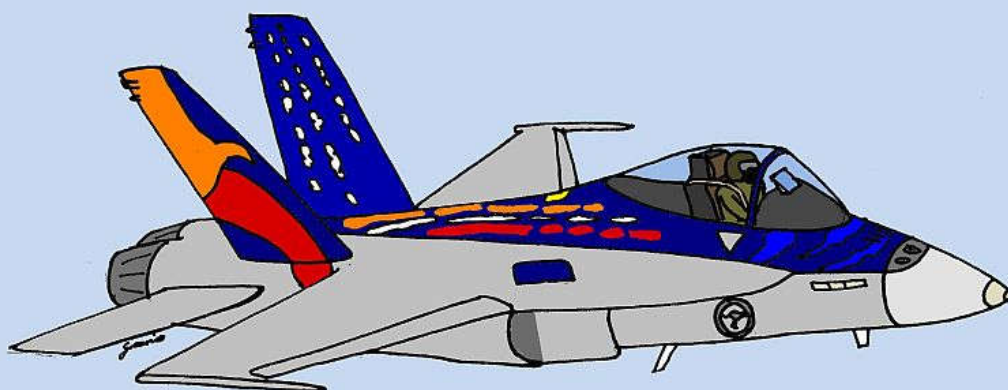


**NEEDS
YOU**

The role has two main priorities, helping to promote our flying training to increase our hours, and to promote CRAC and Recreational Flying to the local community.

Currently these jobs are spread through the committee, having one (or two?) people to co-ordinate and bring fresh ideas would work better.

Contact a Committee Member if you're interested!



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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

November 2nd – proposed date for CRAC
open day

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

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2019 COMMITTEE

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IT	Viktor Dragomiretskyy
	Margo Migirdichyan
Navigation	Peter Collins
Editor	Brian Greenwood

Non-Committee Appointments

CFI/Ops	Stewart Bufton
ATC Liaison	Buzz Harvey
Tuck Shop/Accom	Vanessa Martin

NEW MEMBERS

Welcome aboard to:

Natasha Oliver

James Parker

Timothy Williams

Please make our new friends feel
welcome.

NEXT NEWSLETTER

Contributions for the next edition are
requested, publishing deadline July
11th, 2019 .

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