

RECWINGS

THE MAGAZINE FOR RECREATIONAL FLYERS

- CRAC BOMBING COMPETITION
- SEE SOMETHING, SAY SOMETHING.
- CLUB KIT AIRCRAFT PROJECT



JULY-AUGUST 2022

Cover

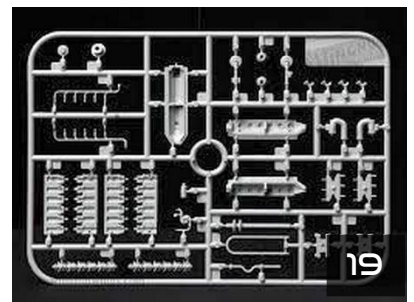
Ryan Humphreys and passenger
taking off in the Airborne Edge X trike
ZK-JNR. This was at the recent Club
Bombing competition.

© 2022 Aaron Murphy



Rangiora Airfield from above,
July 2nd, 2022.

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RECWINGS

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

Contributions for the next edition are due by **September 14th**. We invite contributions from all, with editorial discretion being final.

editor@crac.co.nz

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- Protect Our Environment**
- Connect Our Communities**

Together we can create a resilient, self-reliant community with a sustainable future.

What we can achieve together:

- Grow our economy to meet local needs
- Sustainable production & responsible consumption
- Enrich our community connections

Quite simply, the best way to get what we want is for us all to be actively involved in the conversations that decide the future of our district.



CRAC'S BOMBING COMPETITION

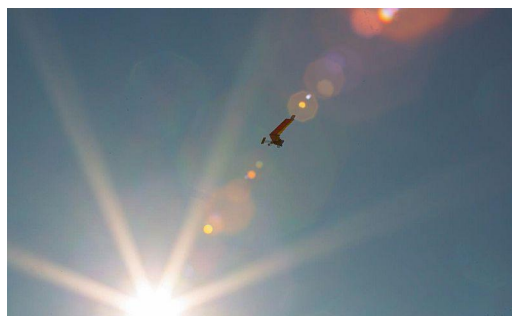
WORDS: *Brian Greenwood*

PHOTOS: *Aaron Murphy and Samuel Miller*

By all accounts a very successful bombing competition was held at Rangiora Airfield on July 2nd.

All aviation activities entail risks, which must be eliminated, minimised, or mitigated as appropriate! Congratulations to the organising committee and participants for pulling off an enjoyable and, above all, safe event.

First prize went to club stalwart Stewart Bufton (*below – photo*) for his remarkable bombing accuracy.





Top two photos, the massed throngs awaiting another culinary delight off the club barbeques.



*Above left, Master Bomber **Chris Pennell** awaits the first flour-filled sauce bottle.
Credits:
P3 Samuel Miller except lower photo, Aaron Murphy
P4 All Samuel Miller except above, Aaron Murphy
Last page Aaron Murphy*

SEE SOMETHING, SAY SOMETHING, DO SOMETHING!

Brian Greenwood

A recent report to the committee about damage found on a club aircraft in the hangar has prompted this, a comment about club culture and safety culture.

First up, the executive summary: the lives of your fellow pilots and passengers are in your hands. If you damage a club aircraft, or spot a possible issue, please please say something. Grab an instructor, call the maintenance team (contacts are posted in the hangar), safety officer, just report it! And, if there's any risk, follow it up quickly. We're appreciative much more than punitive!

One of the club aircraft was found in the hangar with a bite-sized chunk out of the trailing edge of the propeller. Imagine if the next person had not found it during the walk-around. Imagine if the propeller blade had failed once airborne.

It's difficult to figure out how it happened, certainly not a manufacturing fault; so most likely a fuel trolley impact or the like.

My purpose is not to intimidate or guilt-trip whoever did this. Just the reverse - my purpose is to say we **MUST** have a culture when people can come forward, openly and honestly, without fear of recrimination, for any safety reason. If we don't already have that culture (and this event suggests that we don't), then we have to create the culture.

I have seen some great examples within this club and have fallen into the trap of assuming that everyone

feels the same. For example, I have seen a senior club member (and I do mean senior) run on to the taxi way, waving their hands in the universal "your world's about to end" sign (crossing and uncrossing arms above their head) for an aircraft taxiing for the runway with pitot tube RBF covers on. As it turns out they were "only doing run ups" and couldn't be bothered removing them. Hopefully they would never change their minds and go for a quick circuit.

In another recent event, I heard of someone refuelling the club aircraft in the hangar. It is third-hand and hopefully completely untrue. But, just one word – "Don't".

And, before you say "I've never had any trouble in my thirty-odd years..." please enjoy at these photos:



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www.lightaviation.co.nz

If you're tempted, look at every other aircraft in the hangar. Their insurance companies (and the hangar owners) will be chasing you personally for the costs. Can you afford that? Will you enjoy bankruptcy?

Technically the club can ask for club members to pay insurance excess for any damage to club aircraft. But to my memory, we never have – simply because we want an open, honest, safe culture in which anyone can come forward.

If someone comes forward and says 'I broke something' or 'I see an issue with XYZ' then we know our culture is improving.

I beg of you – if you act quickly when you see something, or find you've done something – before anyone else gets put at risk, you're my hero.

Two final points – the CAA has a GAP book on aviation safety reporting that's well worth a re-read, and if anyone wants a confidential ear to bend, you're always welcome to call me.



TAIL WHEELING – THE SHOW GOES ON!

Brian Greenwood

Practice, practice, practice! Round and round, that was a good landing, that one wasn't... back to the stuff of learning circuits.

Luckily, Instructor Scott James had been invited to a small fly-in (and BBQ) at Graham Johnson's strip - so we had an excuse to get out of the circuit one Saturday.

Very nice to have some time out, and some company. Graham's airstrip is a huge 550 metres long, but bordered by a large hedge on one side and an irrigator on the other. Makes it look narrower than it really is – narrowness is a bigger issue for a neophyte tail-wheel driver, trying to keep the thing straight.

As it turns out, I needn't have worried, it all went well and MLD behaved like the sweetheart she is. And, of course, once on the ground you realise how wide it is. Great to catch up with Mike and Paul Godfrey, Roy Waddingham, and Dave Mitchell, too.

Graham has a couple of amazing aircraft, and was the perfect host. The flight back was relatively uneventful, but I'm still keen to upgrade the radio.

Roll forward a couple of weeks, back in the circuit and it seemed to be going well. Mostly wheelers but the three pointer seemed acceptable, too.

Then the magic words, "go and do a couple of circuits, you'll do well!". And I did – the wheels were on the underside of the aircraft both times, and I didn't have any vicious circles.

Any "first solo" is an achievement – I think my first solo in a microlight a few years ago was just as significant as my first solo in a Cherokee, some 25 years earlier. And now, my first tail wheel solo is an awesome feeling.

So now I'm in the solo consolidation phase, and will do some more dual for the tricky stuff – cross winds!

As always, a massive thanks to Scott for the many hours of instruction, patience, and footwork, and thanks to Mike Small and others for the encouragement.

And you can watch the landing here:

<https://www.youtube.com/watch?v=xJ0jhj8PTi8>



The Catalina ZK-PBY operated by the Catalina Society lifts off from Lake Wanaka, 2018
© 2022 Brian Greenwood



GREYMOUTH FLY IN

PHOTOS: Aaron Murphy



Heading: Lionel Green's Savannah ZK-RDY and syndicate-owned Alpi Pioneer 300 ZK-RMV wait patiently during the pilot briefing

Above left, Stew Bufton's Zenith CH701 and Mike Glen's Savannah

Below, the club's RGC, and Roy Waddingham and Dean Waller's Tecnam ZK-PLB depart NZRT





Above left, syndicated Karatoo ZK-KTN

Above right, Stephen Hirsch's Flight Design CTLS

Left, Rohan Rudd's Kitfox III ZK-FYM



Above, Margo Migirdichyan and Viktor Dragomiretsky's Alpi ZK-LPM

Left, Tie Upp aviation's Pipistrel Alpha ZK-TGS



VALE DON PALMER

It was with deep sadness that I heard of the passing of Don Palmer.

Don originally earned a PPL training under Paul Beauchamp Legg in Waimate in the 1960's.

Don began microlighting with the Air New Zealand Microlight Club at Tulls farm in Waikuku, and later became a stalwart of the Canterbury Microlight Club. In the early days he flew a Skycraft Scout, followed by a single seat Thruster and a two seat Thruster initially at Simon Spencer Bower's then later from Bill Small's.

He then went on to build a Fisher FP404 which was a favourite, followed by a Pietenpol. These were hangered at Des Lines' strip.

Don, as the father of my school friends, was also a mentor – the limited mechanical skills I have I attribute

to him and his son, Doug. I recall them teaching me a valve grind on my dear old Austin A40 Farina, with Don showing me the right way to use an adjustable spanner (don't put the stress on the adjusting jaw!), and the value of proper tools.

I consider the whole family as good friends, I've been flying with Roger, the late Gordon (who took me up in the CAC Cub), Doug – we have to go flying!

I remember Don telling me of the early days of Microlighting, a "cross country" from Rangiora to Burnt Hill, the aircraft still hadn't gained enough height to fly over it, so he had to go around!

I would like to express my condolences to his wife, Beryl, and the whole Palmer family.

Blue Skies, Don.

VALE PAUL DRAKE

Another unexpected departure was **Paul Drake**.

Paul was a Past President of the Canterbury Aero Club, and very well-known and respected in the aviation community.

I got to know Paul after publishing the Mount Cook Airlines article in RecWings (Jan-Feb 2020 edition). Paul had a lot of friends in the airline industry and passed on a lot of copies to his ex-Mount Cook staff.

Paul had a career as an Air Traffic Controller, serving at Invercargill, Dunedin, and Christchurch. He was also the youngest (at the time) recipient of the FAI's prestigious Air Sport Medal. As if these, and his CAC roles weren't enough, he was also Vice-President of the RNZAC.

Paul was a kind-hearted gentleman, always a pleasure to chat with. Our heart-felt condolences to his family and friends.

(Photo courtesy of the Canterbury Aero Club Facebook page, Paul Drake on the right).





HISTORIC AIRCRAFT MOVEMENTS

There are a number of Kiwi Warbirds up for sale, with at least one new one and some historic classics arriving.

First up are a couple of P-51D Mustangs, Wanaka based 'Dove of Peace' has already headed over the Tasman to its new home at Wangarretta. Sad as this is, it's now the only flyable ex-RAAF P-51 flying in Australia. That's quite special.

In way of compensation, former owner Rob Broek has purchased a beautiful 1937 Lockheed Electra 12A from new owner Doug Hamilton!

And, while he was spending, Rob teamed up with Wanaka friend Robin Campbell, to purchase a 1938 Beech D-17S Staggerwing.

These two new aircraft should be appearing at Warbirds Over Wanaka 2024.

A circular inset image shows a red and blue biplane with 'KTW' on the tail, parked on a grassy field. The background of the advertisement is a blue sky with white clouds.

TAIL DRAGGER TRAINING

contact:
Terry 0220399691
Scott 021525561
Mike0274362602

A second P-51D Mustang is also up for sale – NZ-TAF, the aircraft owned and displayed by Graham Bethell has been for sale for a while, I'm not sure how that has progressed. This is the aircraft in Ray Archibald's colours.

Inbound, we have P-51D NZ2423, the ex-John Smith airframe which was stored at Mapua for many years. It's being restored at Ohakea by Brendon Deere and his team. They also operate Spitfire IX "AL", and the Grumman Avenger.

Finally, the Catalina which has been such a feature of New Zealand's air shows is up for sale. The last couple of years have been extremely hard for classic aircraft operators, and the lack of air shows have hit the Catalina group hard.

Businessman Neil Young is forming a syndicate with the hope of retaining the aircraft in New Zealand. RecWings wishes him all the best for a successful bid!

I'd also like to express my gratitude, sadly in a non-financial way, for many displays these aircraft have performed over the years.

CELEBRATING OUR SUCCESSES



Left, Taylor Green (on the left) soloed on July 16th.

Right, Jonny Vitz soloed on June 30th.



*Congratulations to you both, and all club members who achieved new goals!
Please send all new achievement photos to editor@crac.co.nz*

CRAC PROJECT PLANE BUILD

Mike Sheffield

The CRAC Committee is looking at funding a club aircraft build project. This is an exciting development for the club and is seen as a great way to fulfil a few goals of the committee to

- Encourage members to get involved with aircraft building and maintenance
- Teach members about aircraft construction
- Enhance our club spirit and sense of belonging to a great club.
- Use our club funding in a way that encourages education, participation, and enjoyment of our sport.
- It is also seen as a great way to invest our funding and get a good return rather than have it in the bank.

The plan is in its very early stage and at this point. The committee has asked member to express their interest in getting involved with the project to build a modern, very popular, high wing, aluminium STOL aircraft that will be sold, we hope to a club syndicate of 3-5 members.

We see a small construction team putting an aircraft together on site and supervised by an experience builder. Experience is not required as on the job training will be provided. We see it also a something you can get involved with for a long time or a short time. The project construction supervisor will allocate small jobs to the team and train and mentor the team.

We see the team working on the project maybe 3 days a week, but this is still to be determined.

If you are interested in being part of the construction team or forming a syndicate to purchase the aircraft on completion, please contact Mike Sheffield by txting to 027 6605956 or emailing to sheff6448@gmail.com

More information to follow as the proposed project, we hope, develops into a real project.

COMMITTEE NOTES JULY-AUGUST 2022

- Safety Audit completed by Buzz Harvey and Paul Hyde-Smith
- Report on conduct at Instructors Meeting
- Draft Hangar lease document being sought from WDC
- Doug and Ryan looking at alternative club to CRAC to work with FlyingNZ.
- Club making a flag pole to fly the NZ flag and the NZ Civil Air Ensign
- 16 members have not renewed membership and will be removed from the club lists
- Fly away to Amama postponed
- One safety incident discussed, further training is the answer
- RGA due 100 hour service
- RGC service completed
- Club Safety Officer, Buzz Harvey, resigned quoting philosophical differences - effective from a new person being appointed.
- Loburn Abbey has re-opened and is published in the AIP, but subject to strict conditions (refer CRAC RAP).
- Safety Officer candidates being canvassed
- Paul Hyde-Smith to help with the SMS side of the Safety Officer role
- South section of 07/25 being rolled in September. Chris Pennell seeking funds from WDC for the other half
- Club kit construction project proposed, aircraft to be sold at the end of the project (see opposite)
- Proposal to place some club funds in Managed Funds discussed and rejected
- Club Open Day planned for March next year
- Christmas Party – in-hangar catered meal being priced
- Ryan Humphries setting up a company, Sport Plane Canterbury Limited, as a part 149 organisation under Flying NZ.
- Aircraft Hire rates to be reduced to \$140/Hr for a trial period of 3 months. Effective September 1st.



**CANTERBURY
RECREATIONAL
AIRCRAFT CLUB (INC)**

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www.crac.co.nz

WHATSAPP

CRAC Drop Of The Hat
CRAC Revolution (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

TBA – The Amama fly in which was postponed
recently

TBA – Club Poker run

7th – 9th April 2023 – Classic Fighters Omaka

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, Samuel Miller,
Mike Sheffield, Canterbury Aero Club
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:

Simon Morice
Andrew Vialoux

Please make our new friends feel
welcome.

CONGRATULATIONS

Brin Atkin, Snr Flight Instr.
Bob Shearing, Adv Nat

NEXT NEWSLETTER

Contributions for the next edition
are requested, publishing deadline
September 14th, 2022.

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